Cir 289
AN/167

Accident/Incident Reporting (ADREP)

Annual Statistics — 2000

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and published under his authority

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International Civil Aviation Organization

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Teléfono: +34 (91) 321-3148; Facsímile: +34 (91) 321-3157; Correo electrónico: sscc.ventasoaci@aena.es

Thailand. ICAO Regional Director, Asia and Pacific Office, P.O. Box 11, Samyaek Ladprao, Bangkok 10901
Telephone: +66 (2) 537-8189; Facsimile: +66 (2) 537-8199; Sitatex: BKKCAYA

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The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

INTRODUCTION

GENERAL

1. The information in this publication is based on accident and incident reports provided to ICAO by Contracting States in accordance with the reporting requirements in Chapter 6 of Annex 13, *Aircraft Accident and Incident Investigation.*

2. This edition of the ICAO Accident/Incident Reporting (ADREP) annual statistics contains detailed information for the year 2000 and ten-year trends from 1991 to 2000. ADREP data reports are sent to ICAO upon completion of an accident or incident investigation, and therefore data can be published only with some delay.

PURPOSE

3. The purpose of ADREP statistics is to provide data that may be useful for general safety studies and accident prevention programmes. For more specific needs, States are invited to make full use of ADREP information by making specific ADREP requests to facilitate safety studies, accident prevention programmes and accident investigations.

LIMITATIONS

4. The reader should be aware of the following:

a) the *Accident/Incident Reporting Manual (ADREP Manual)* (Doc 9156) contains lists of codes to be used by States in the preparation of ADREP reports. Due to the sensitive subject matter, it is possible for the compiler to show unintentional bias in the choice of codes used to describe the occurrence and, in particular, those organizations or persons involved;

b) some occurrences are reported to ICAO through electronic means. Most of these data are converted to ICAO's format before being entered into the ADREP database. Since some of the data reported are not compatible with the ADREP coding system, precision is not attainable in all cases; and

c) coding of accidents and incidents has been redefined over time, in particular that pertaining to incidents. Older data have not been recoded to reflect the new coding and format.

LAYOUT

5. This circular contains eight parts:

- Part I provides general information regarding the scope of the information contained in the ADREP system. States report data to ICAO on accidents and serious incidents of aircraft over 2 250 kg maximum certificated take-off mass. These data are entered into the ICAO ADREP system and form the basis for these statistics. The ADREP system contains data from 1970 onwards.

- Part II provides historical accident rates in scheduled air transport operations. These charts are derived from the information contained in the Annual Reports of the Council dating back to 1945.

- Part III provides accident rates by region of the operator for scheduled air transport operations. This information is limited to scheduled operations, as only exposure data (i.e. information on number of departures, distances flown, etc.) are available for these operations.

- Part IV provides a distribution of accidents by accident type. It is categorized into two subsections — accident types worldwide, and accident types by region. The accident types by region are determined by affiliation with the State of the Operator. The analysis is based on the last ten years.

- Part V provides hull loss trends by type of operation, type of propulsion and size of aircraft. This analysis is based on information received over the last ten years. It is intended to provide statistical information on significant accidents.

- Part VI provides a review of CFIT type accidents. Charts showing the number of occurrences are provided by type of operation and size/type of propulsion of the aircraft. This information is intended to assist in evaluating the work done to prevent this type of accident.

- Part VII provides information on accidents and incidents by type of operation, by type of powerplant and by aircraft mass.

- Part VIII provides a list of accidents involving passenger fatalities in scheduled and non-scheduled operations.

Part I

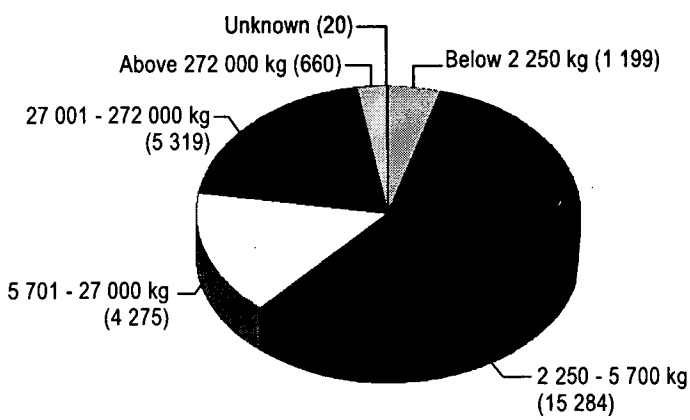
GENERAL INFORMATION REGARDING THE ADREP SYSTEM

1. As of 3 July 2001, the ICAO ADREP system contained data from some 26 801 reports: 5 678 preliminary reports, 17 746 data reports, and unofficial data on 3 377 occurrences, which were within the reporting requirements of Annex 13, Chapter 6. Of a total of 26 801 reports, 80.7% were accident reports and 19.3% were incident reports.

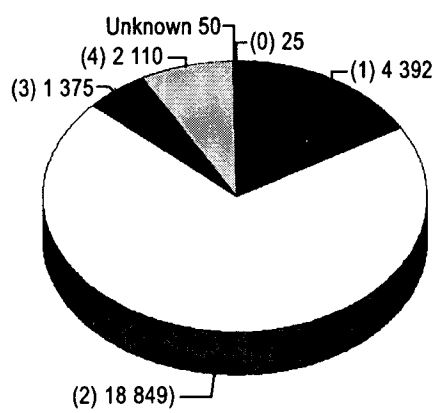
2. General aviation accounted for 51.4% of the reports, and airline operations for 48.6%. In terms of the types of aircraft, 93% were for fixed-wing aircraft, and 7% for helicopters.

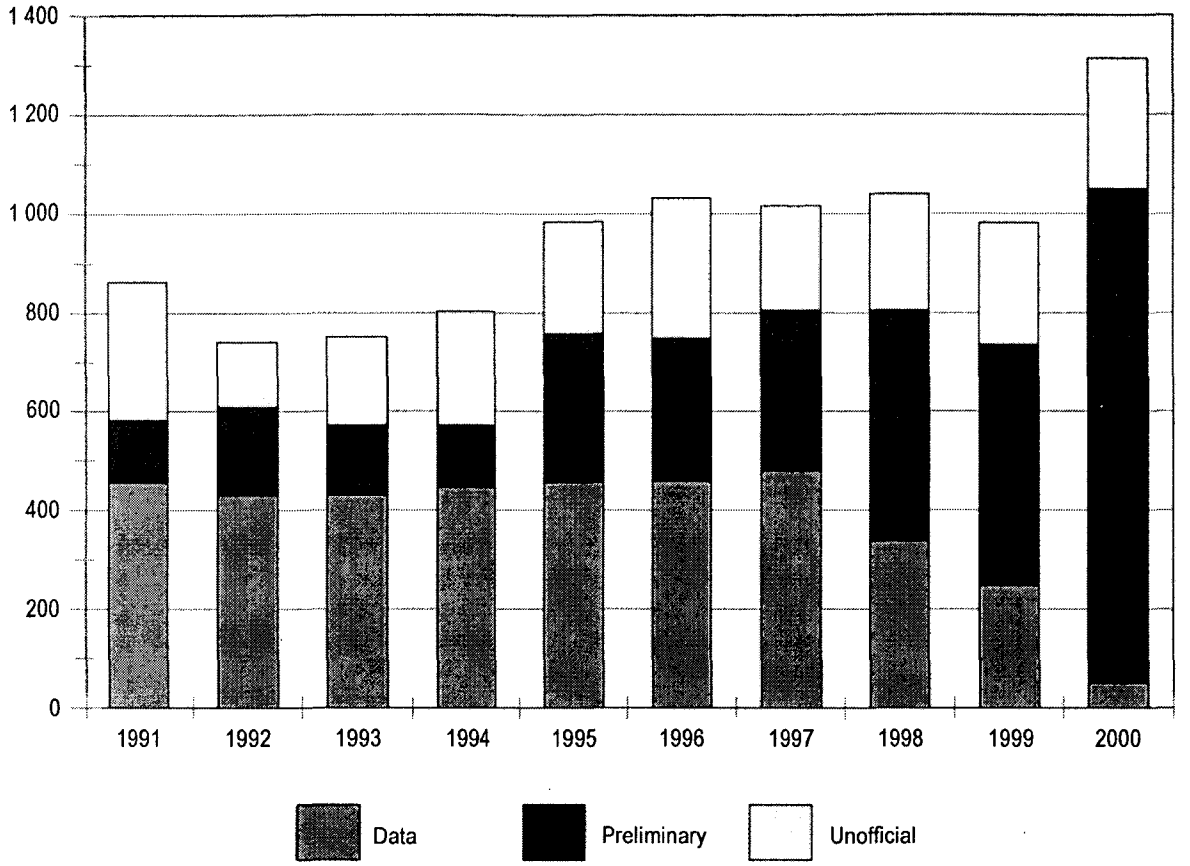
3. The percentages of reports in relation to the mass category of the aircraft involved and their number of engines are shown below:

Mass category



Number of engines





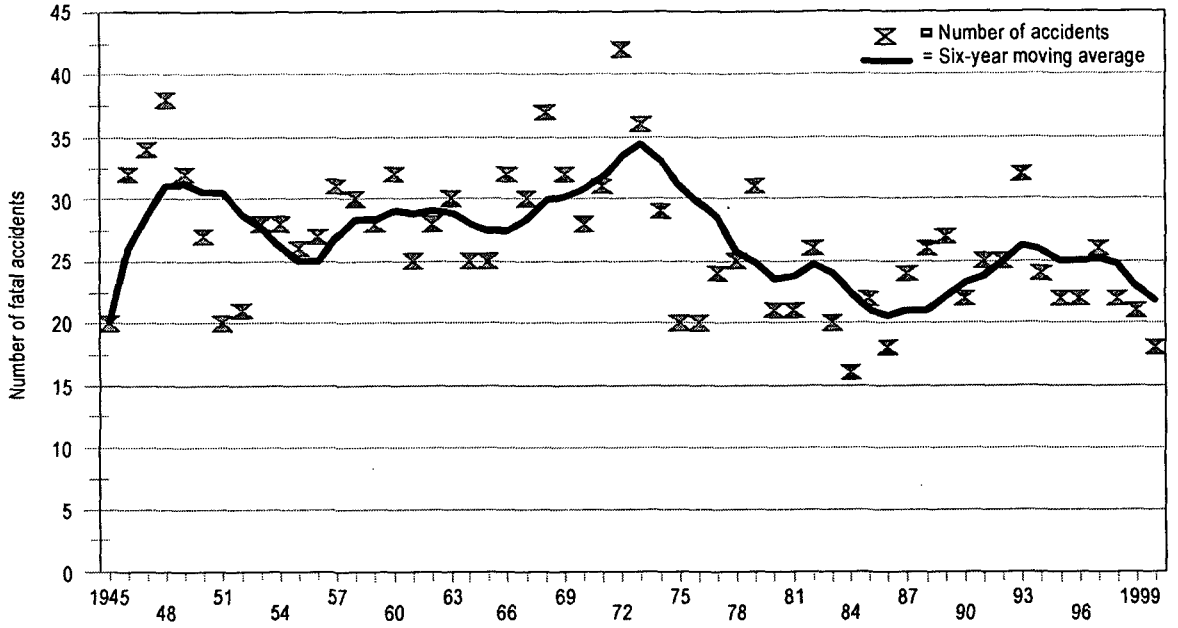
Note.— The reporting to ICAO of an accident is usually done twice, first with a short report called a "Preliminary Report" and, when the investigation is completed, with a complete report called an "Accident Data Report". A Preliminary Report is not required for incidents (only for accidents) nor is it required if the Accident Data Report can be submitted within 30 days of the date of the accident.

Part II

HISTORICAL ACCIDENT RATES IN SCHEDULED AIR TRANSPORT OPERATIONS

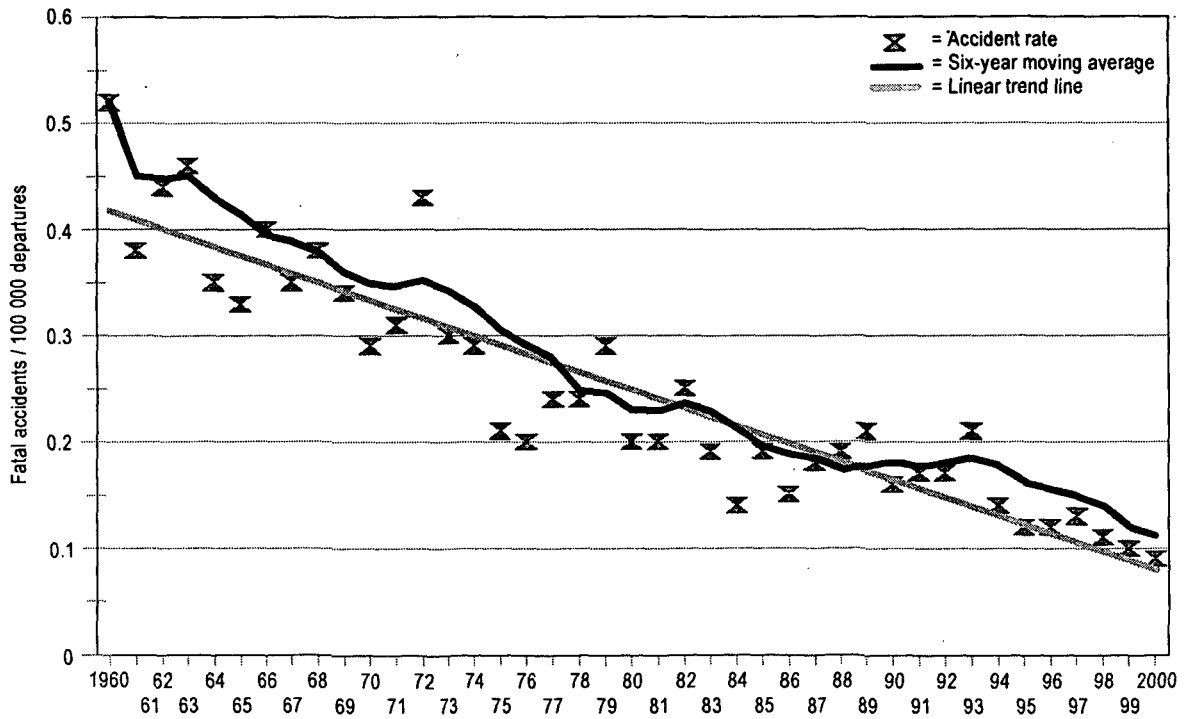
Explanatory Note.—The following tables provide a historic overview of accident rates in scheduled air transport operations. As data for the USSR are not available for the year preceding 1986, they have been excluded from this presentation.

Number of accidents involving passenger fatalities
(excluding USSR/CIS States)

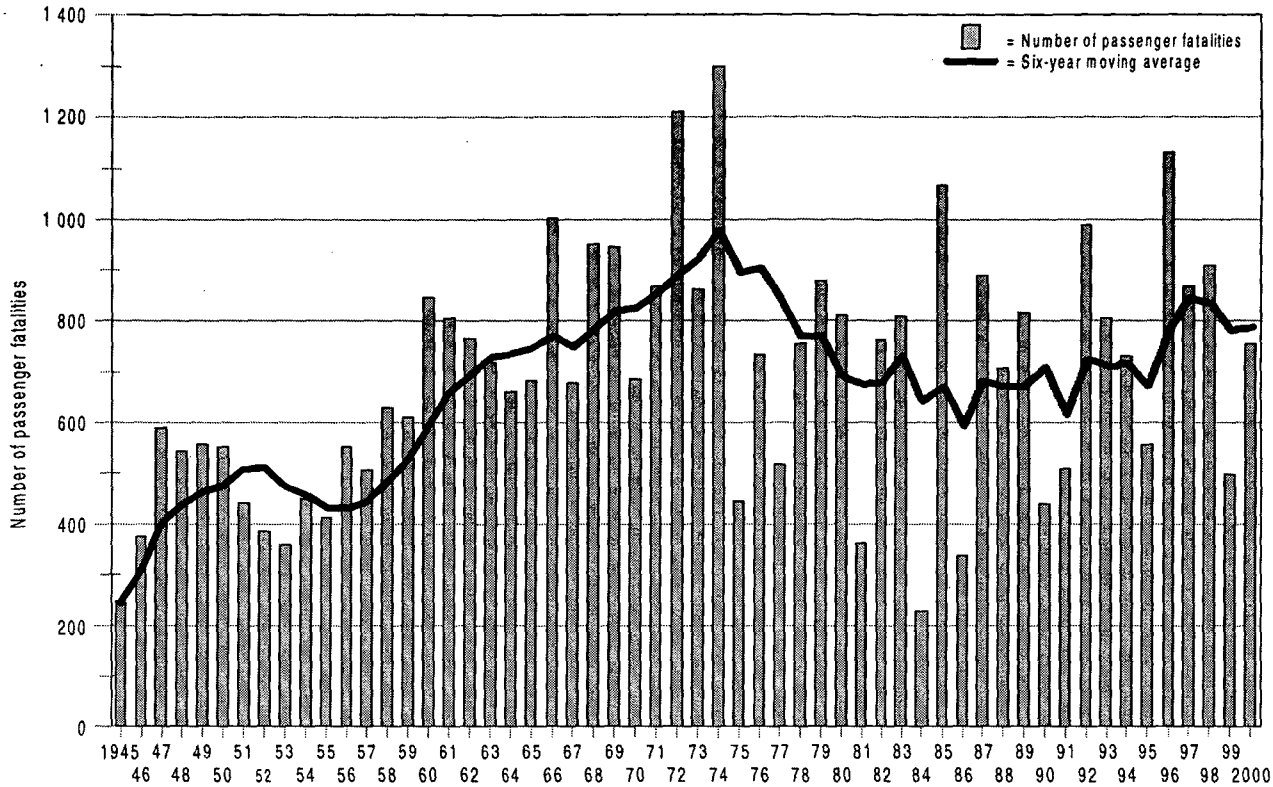


Accident rate of accidents involving passenger fatalities, 1960 - 1999
(excluding USSR/CIS States)

Fatal accidents per 100 000 departures



Number of passenger fatalities, scheduled operations
(excluding USSR/CIS States)

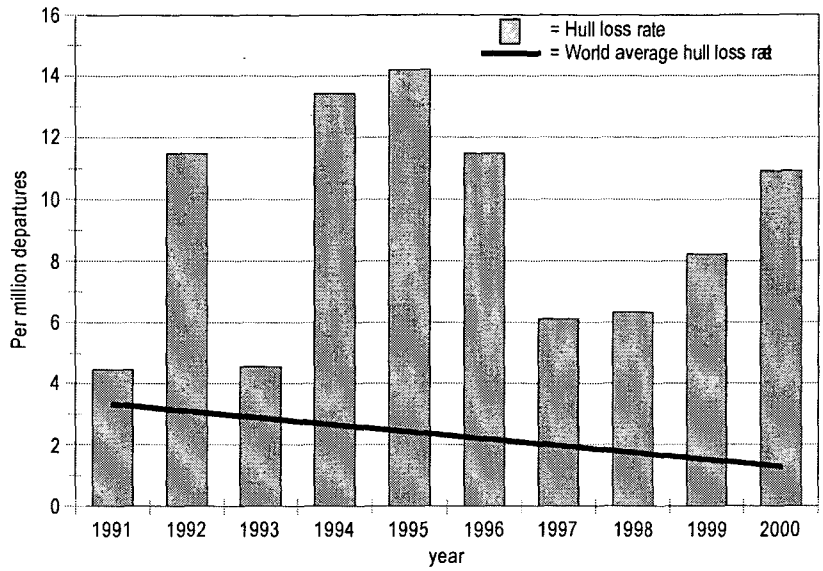


Part III
ACCIDENT RATES BY REGION OF THE OPERATOR FOR SCHEDULED AIR TRANSPORT OPERATIONS

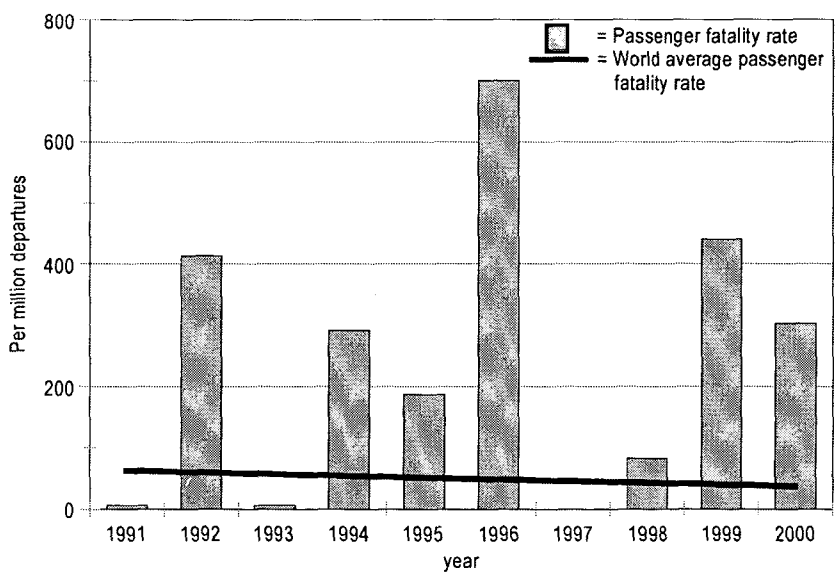
See the charts on the following pages.

Africa

Hull loss rate

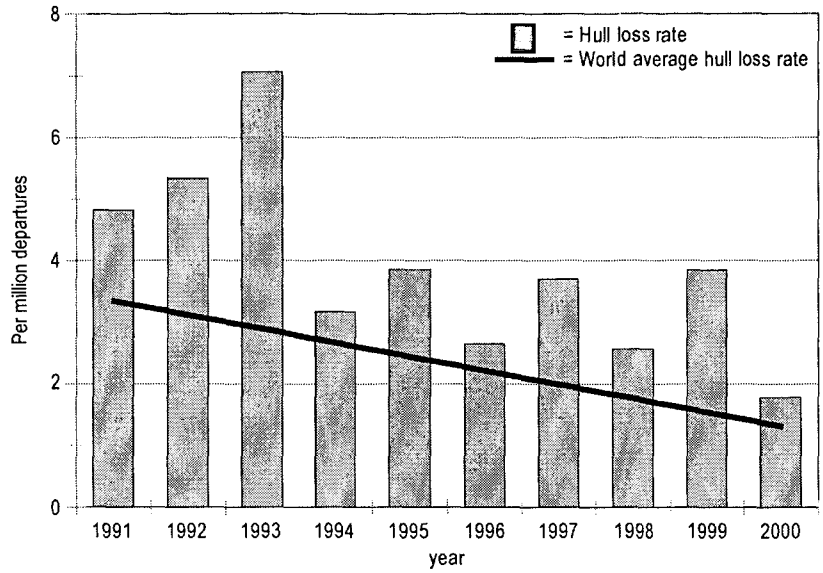


Passenger fatality rate

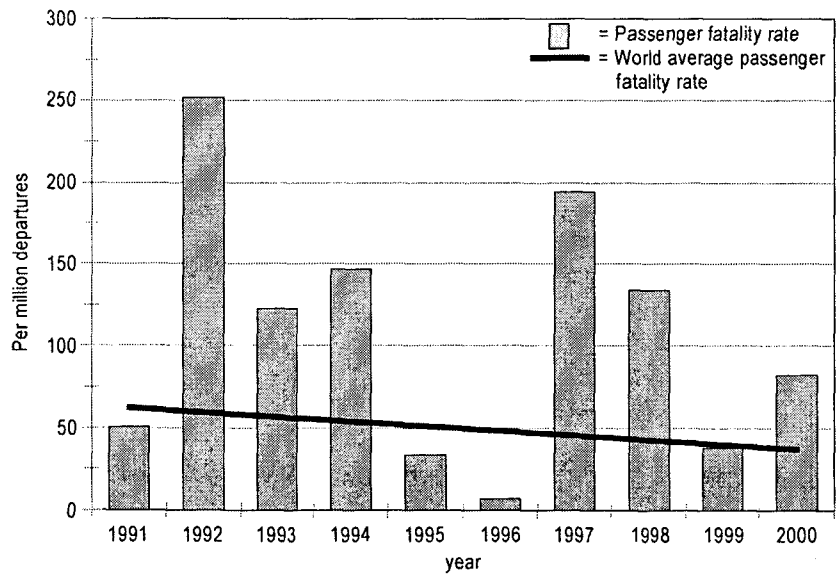


Asia

Hull loss rate

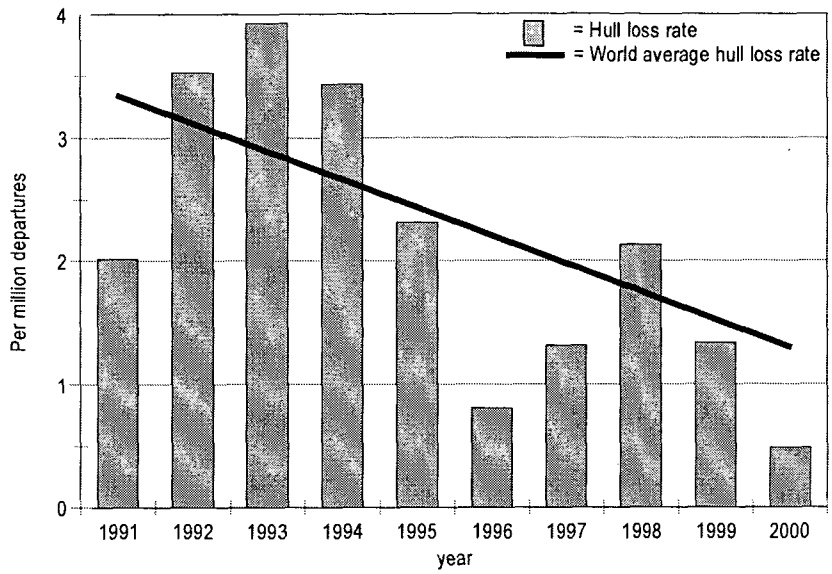


Passenger fatality rate

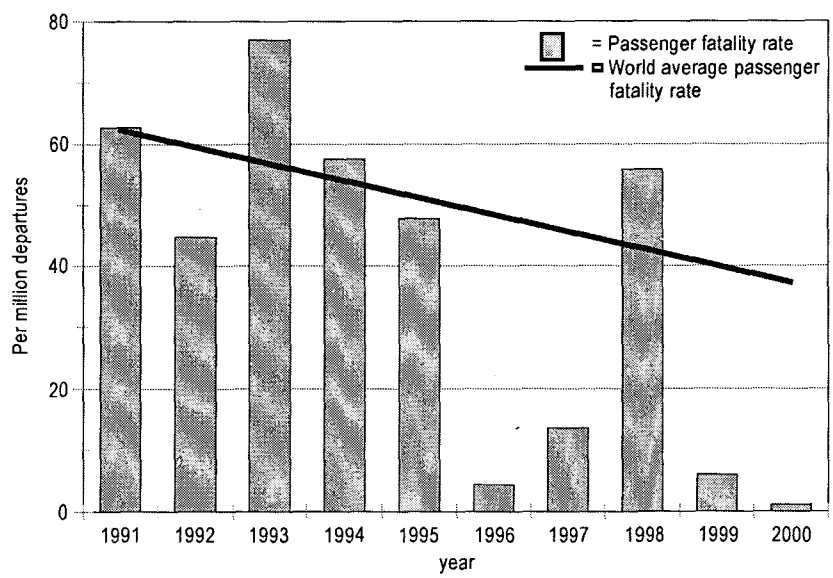


Europe

Hull loss rate

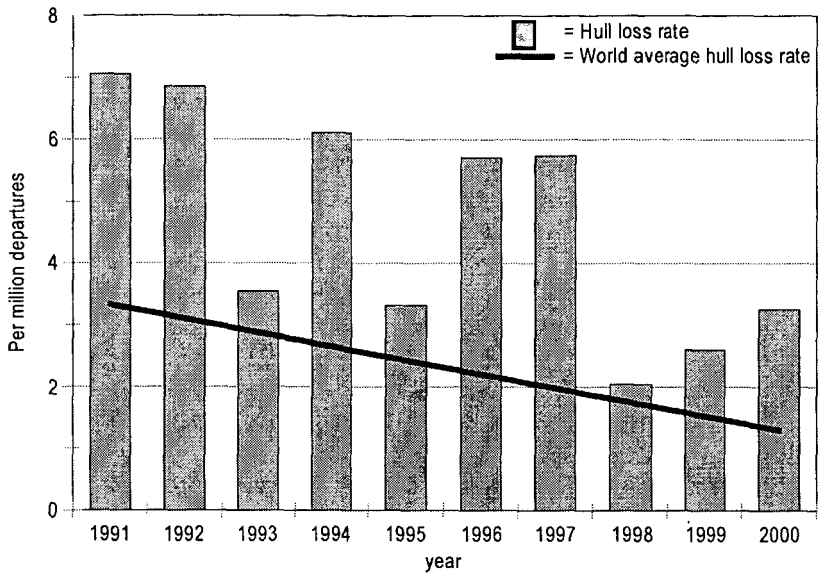


Passenger fatality rate

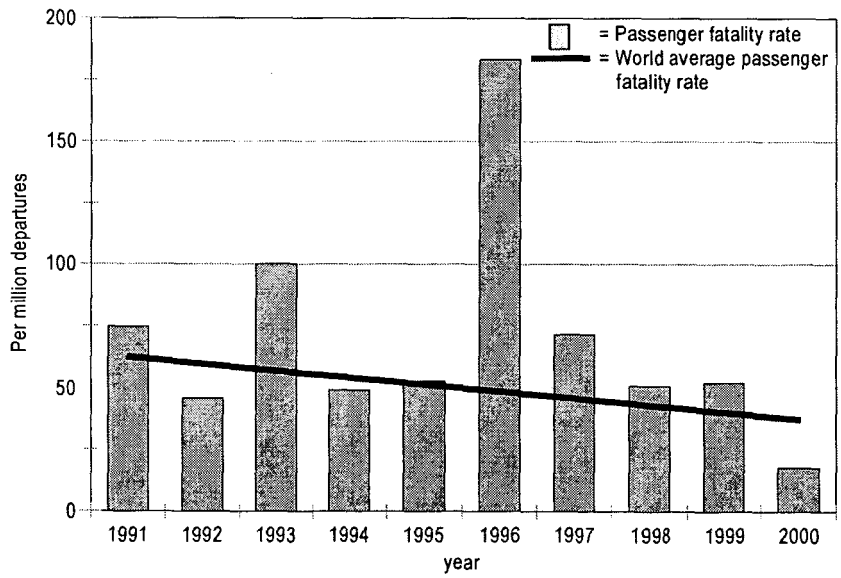


Latin America

Hull loss rate

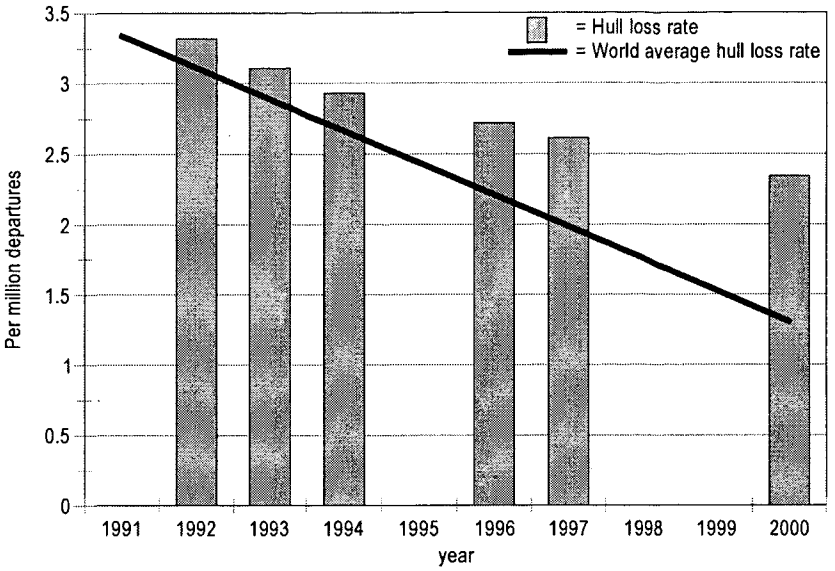


Passenger fatality rate

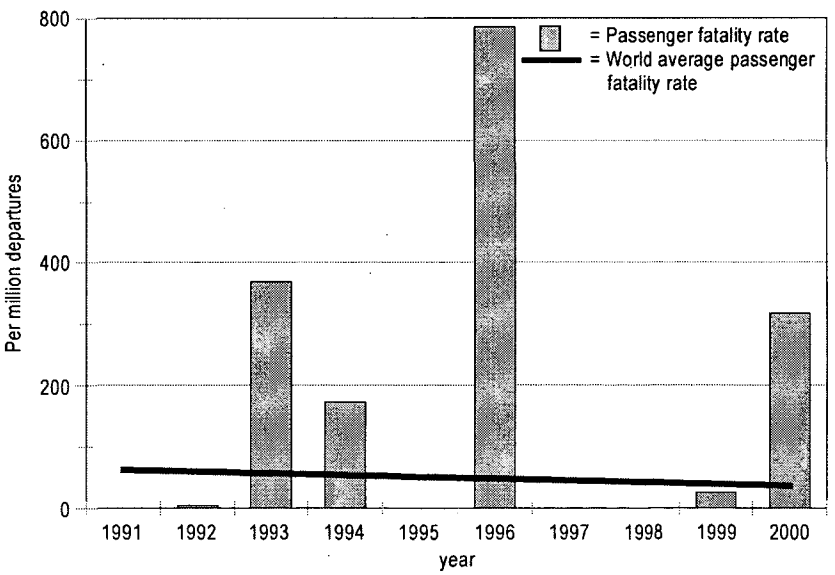


Middle East

Hull loss rate

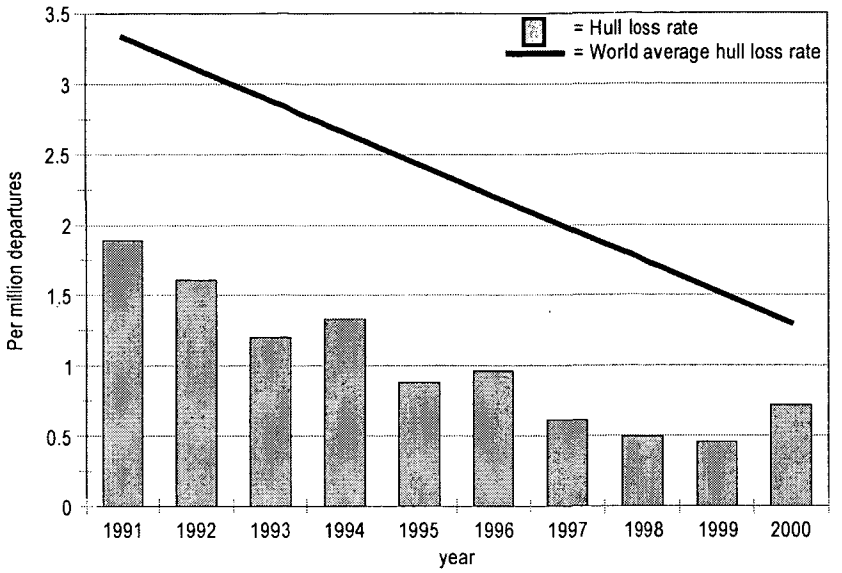


Passenger fatality rate

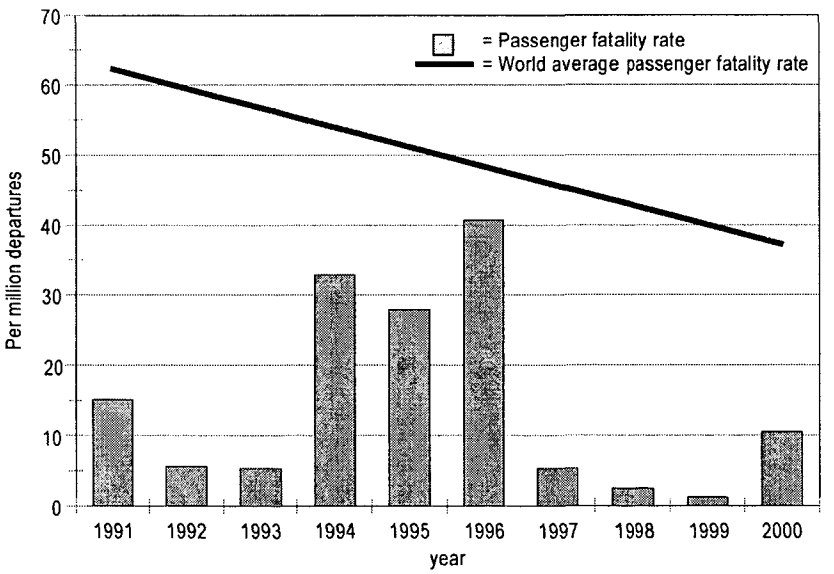


North America

Hull loss rate



Passenger fatality rate



Part IV

ACCIDENT TYPES

Explanatory Notes.—

1. *An accident may fall into more than one category or no category at all. Thus, the total distribution could exceed 100 per cent.*
2. *Only accidents in which either the aircraft was destroyed or a person was fatally injured were included in this analysis.*
3. *The information is based on scheduled operations only, and in the regional analyses the region is determined by the region of the operator.*
4. *The bars indicate the proportion of the type of accident in this region compared to all accidents of this type worldwide. The line indicates the proportion of traffic in the region compared to traffic worldwide.*

The following definitions were used for the categorization of accidents by type:

Technical problems. Accidents involving system failures or malfunctions, including engine or propeller failure.

Fire/explosion. Accidents involving fire and/or explosions excluding post impact fires.

Loss of control. Accidents involving loss of control/deviation from the intended flight path.

Icing. Accidents involving icing.

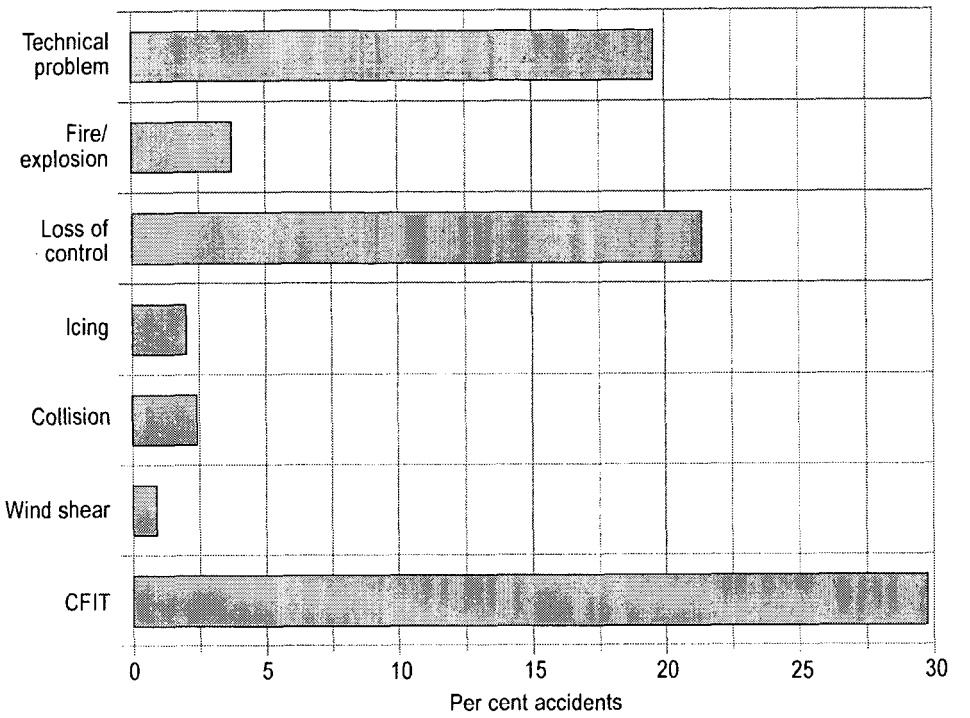
Collision. Aircraft collisions excluding collisions with parked aircraft.

Wind shear. Accidents involving wind shear.

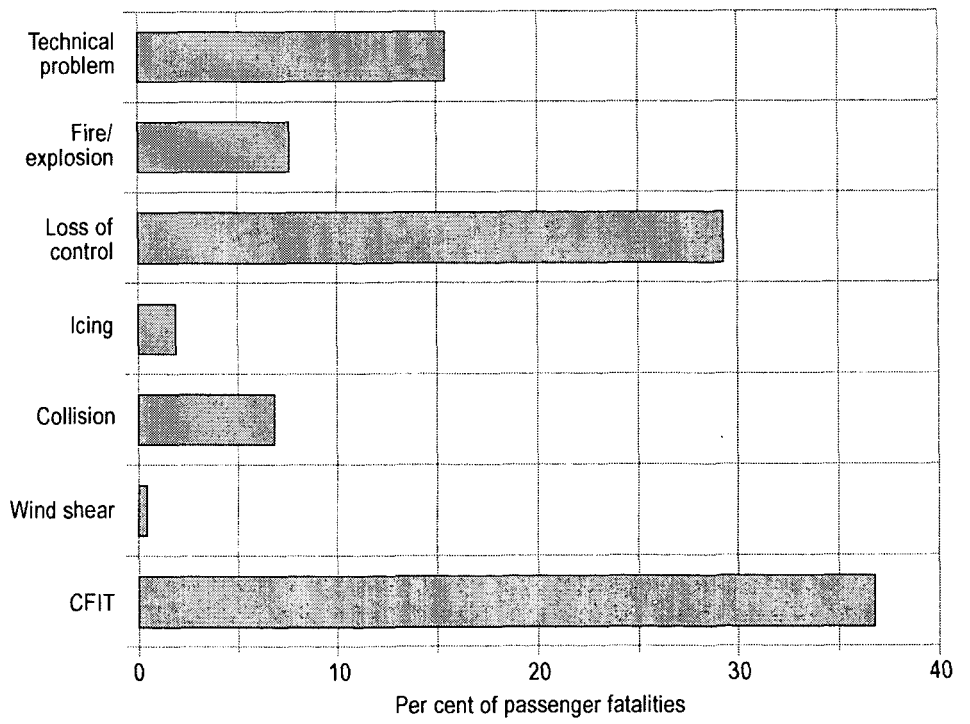
CFIT. Accidents involving controlled flight into terrain (CFIT).

Accident types — Worldwide

Distribution of all accidents involving hull losses or fatalities by accident type - average over the last 10 years



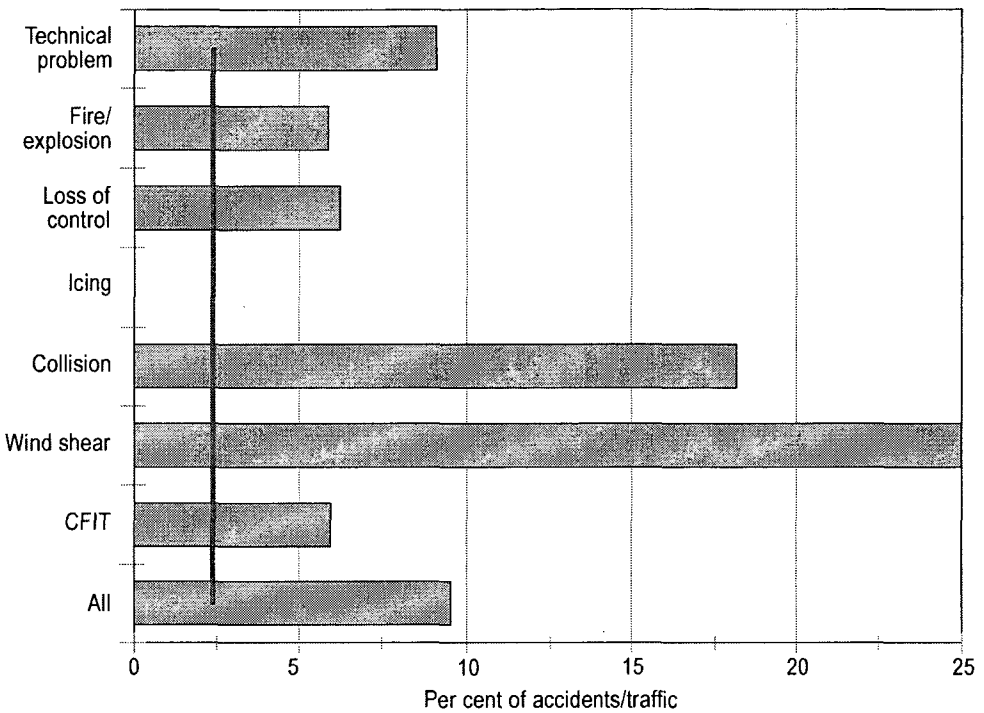
Distribution of passenger fatalities by accident type - average over the last 10 years



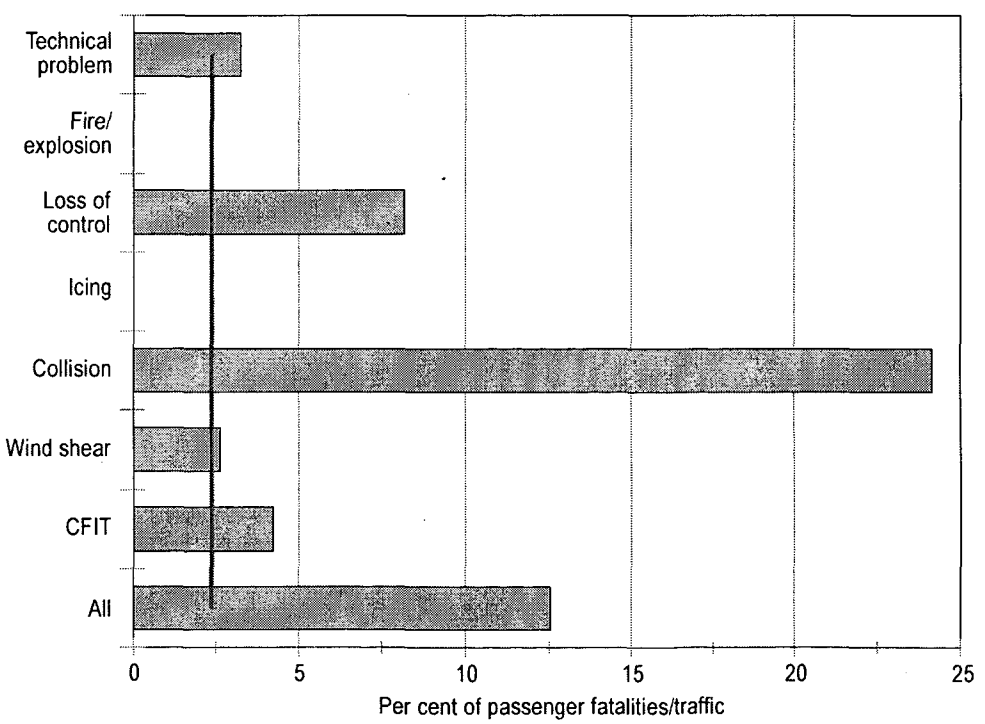
Accident types — Regions

Africa

Distribution of all accidents involving hull losses or fatalities by accident type - average over the last 10 years

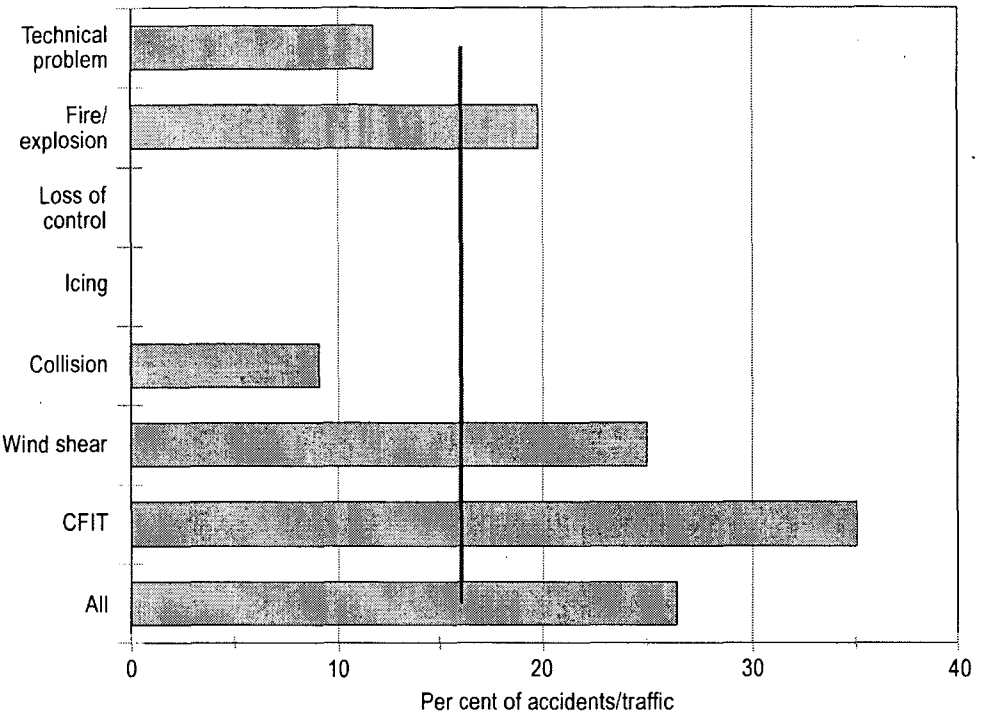


Passenger fatalities by accident type - average over the last 10 years

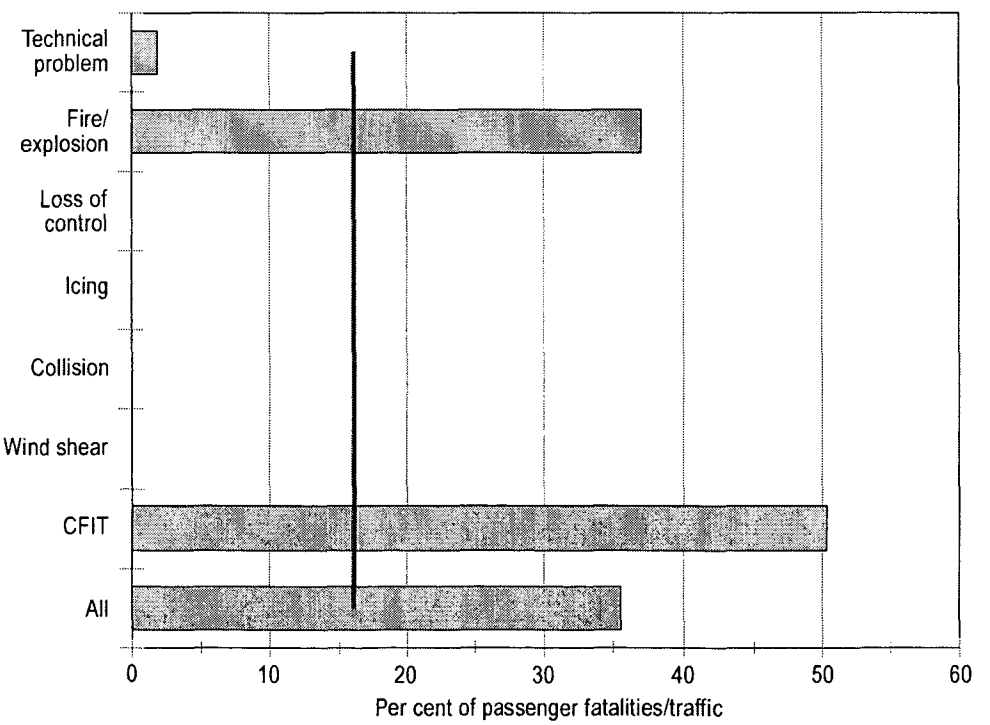


Asia

Distribution of all accidents involving hull losses or fatalities by accident type – average over the last 10 years

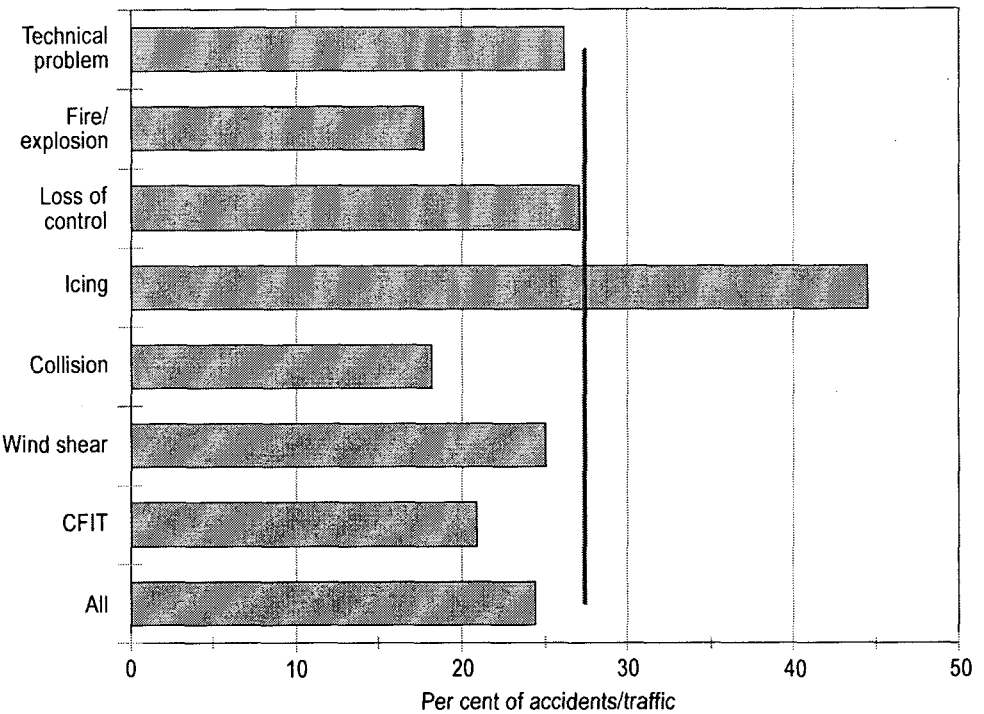


Distribution of passenger fatalities by accident type – average over the last 10 years

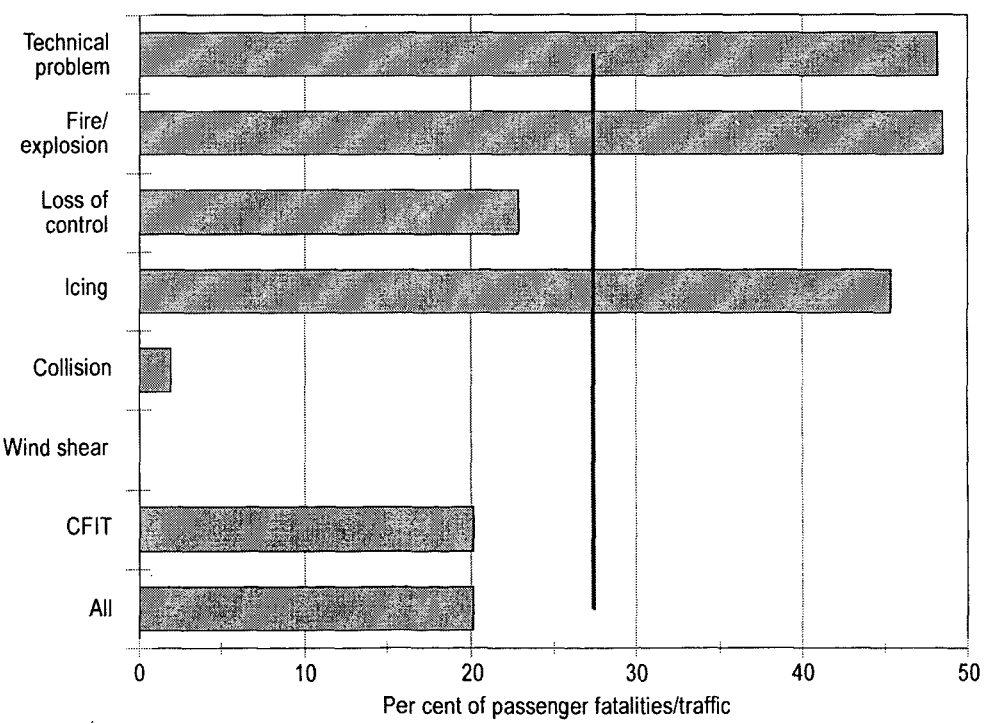


Europe

Distribution of all accidents involving hull losses or fatalities by accident type - average over the last 10 years

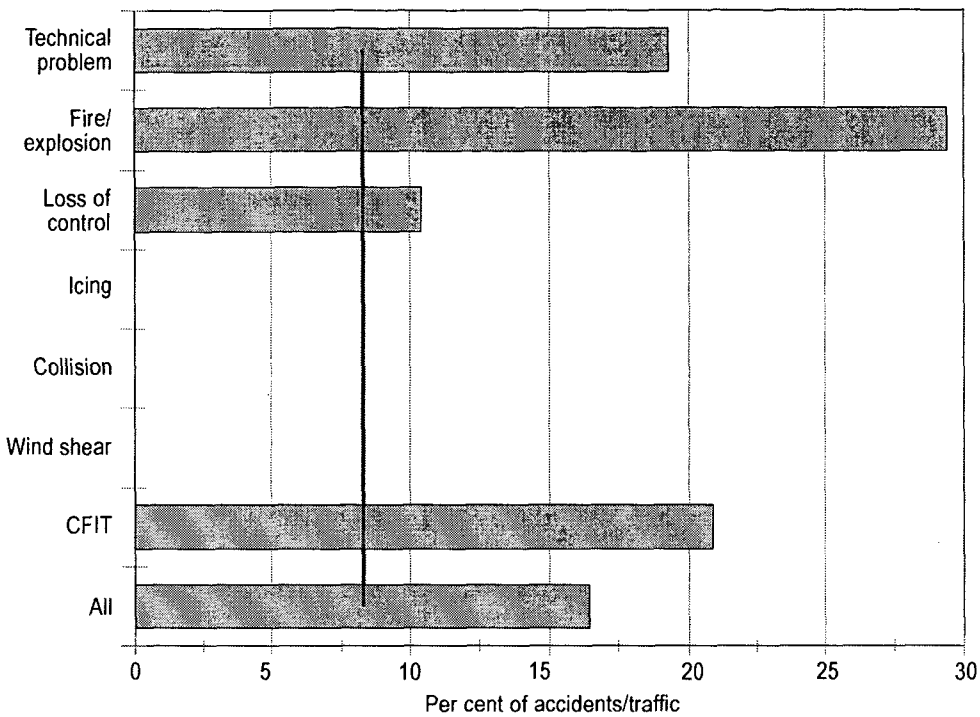


Distribution of passenger fatalities by accident type - average over the last 10 years

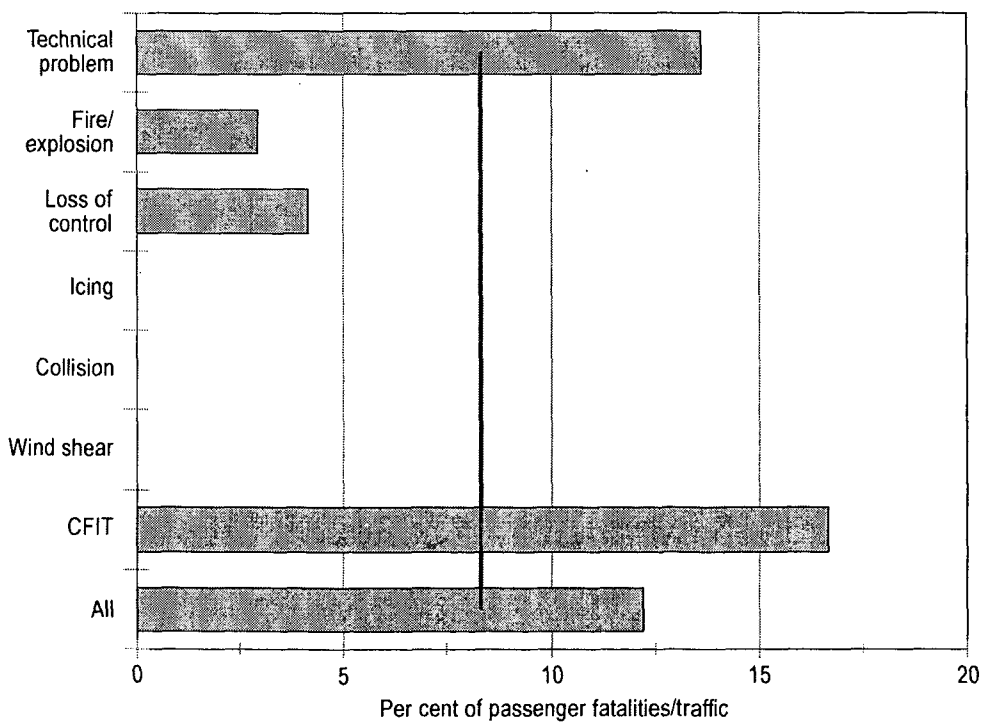


Latin America

Distribution of all accidents involving hull losses or fatalities by accident type – average over the last 10 years

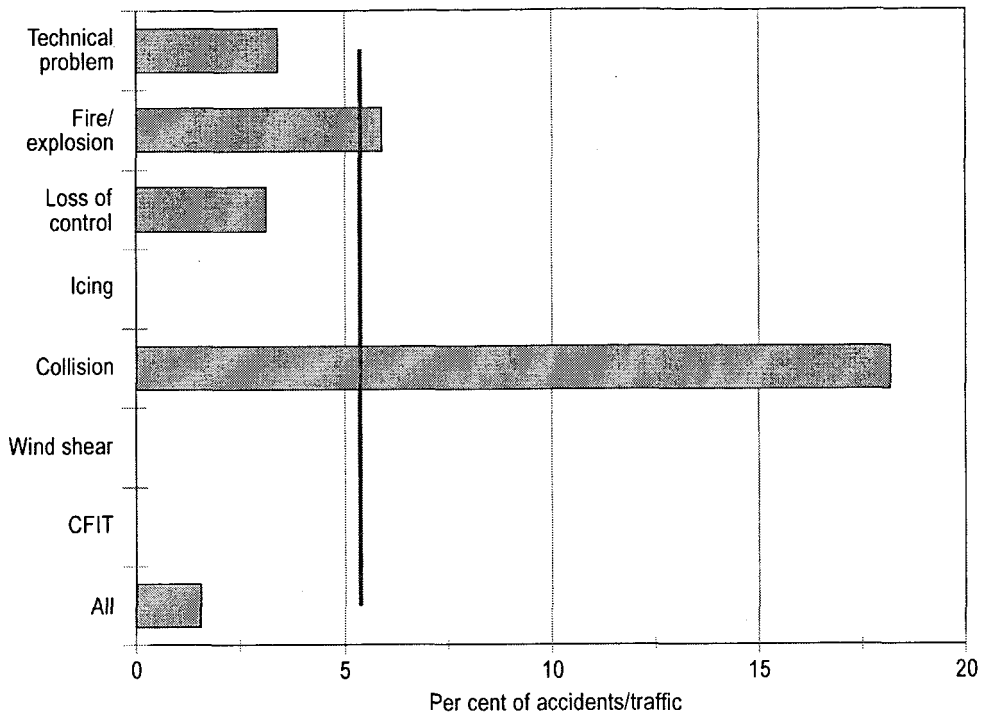


Distribution of passenger fatalities by accident type – average over the last 10 years

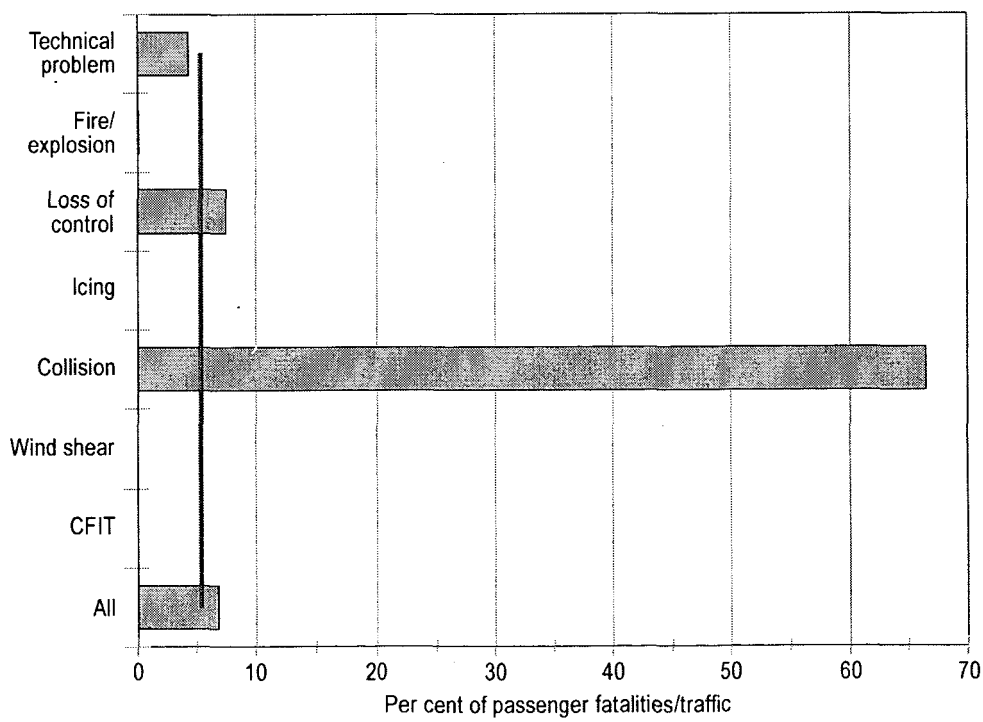


Middle East

Distribution of all accidents involving hull losses or fatalities by accident type – average over the last 10 years

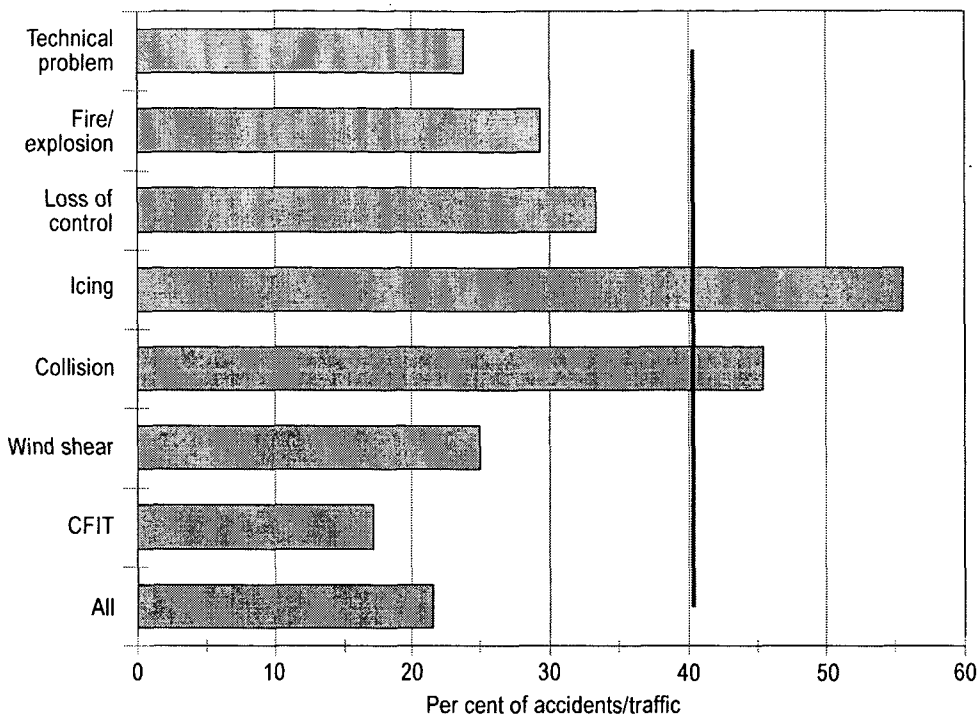


Distribution of passenger fatalities by accident type – average over the last 10 years

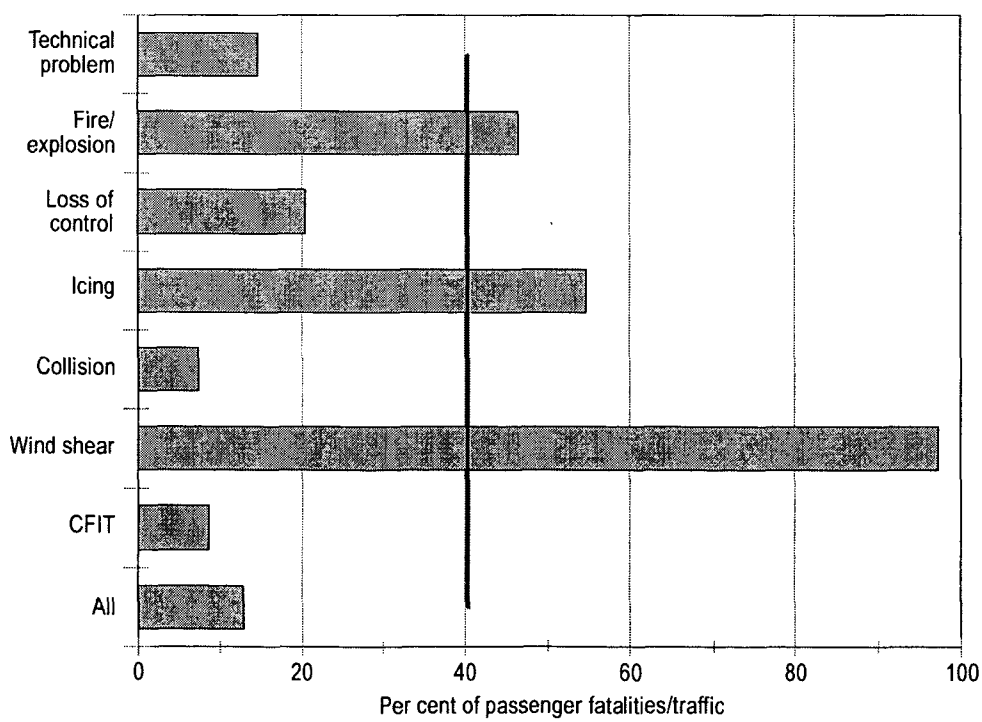


North America

Distribution of all accidents involving hull losses or fatalities by accident type – average over the last 10 years



Distribution of passenger fatalities by accident type – average over the last 10 years

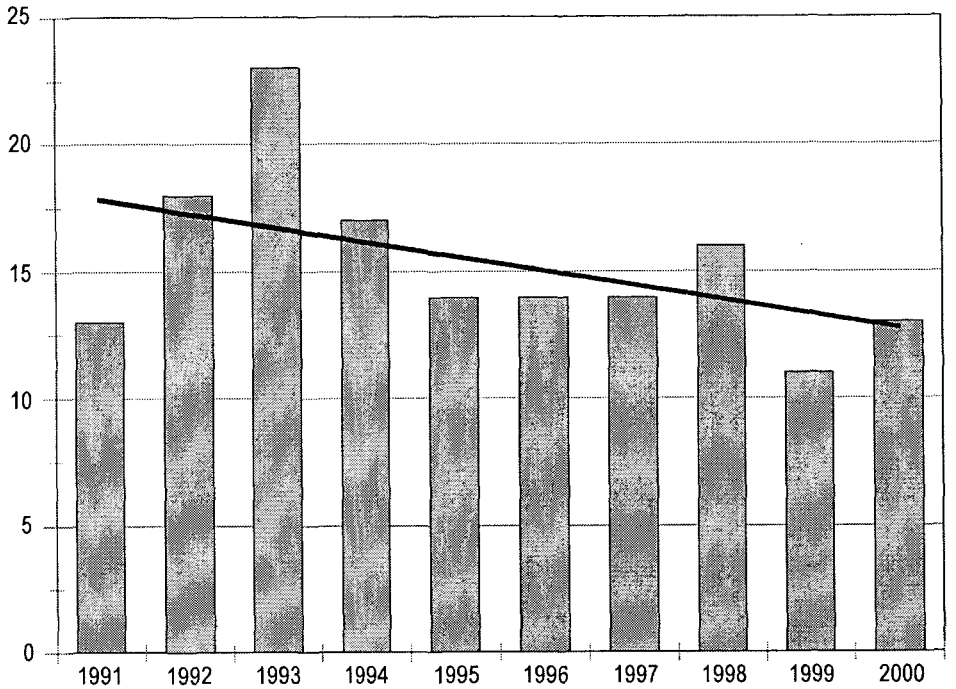


Part V

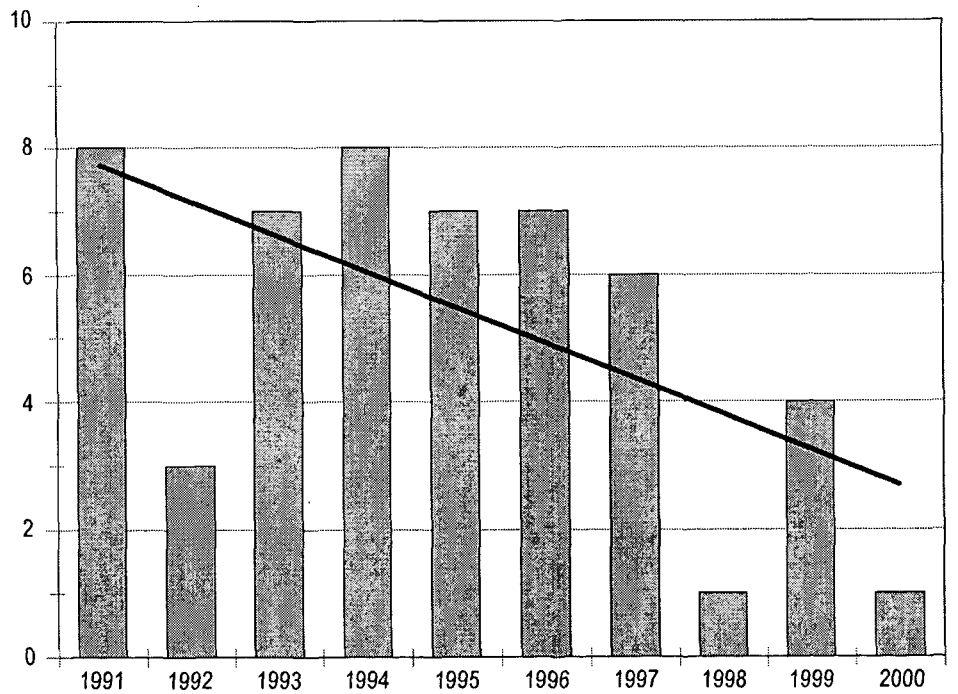
HULL LOSS TRENDS BY TYPE OF OPERATION, TYPE OF PROPULSION AND SIZE OF AIRCRAFT

Explanatory Note.— The bars indicate the number of hull losses in a given year; the line provides an indication of the trend.

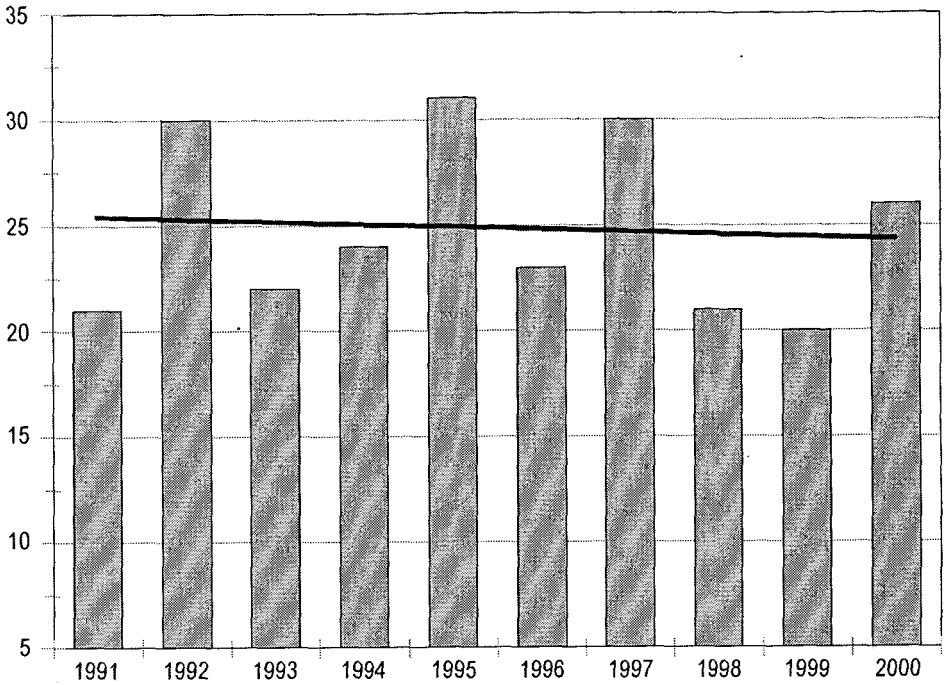
Jet aircraft in airline passenger operations (scheduled and non-scheduled),
over 27 000 kg maximum certificated take-off mass,
number of hull losses per year



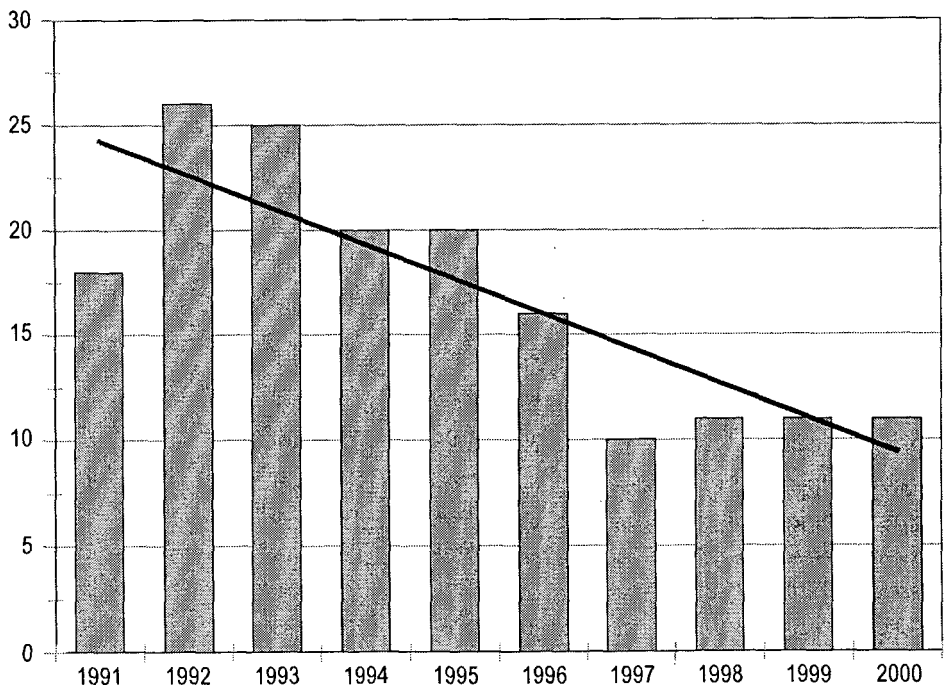
Jet aircraft in airline passenger operations (scheduled and non-scheduled),
2 250 to 27 000 kg maximum certificated take-off mass,
number of hull losses per year



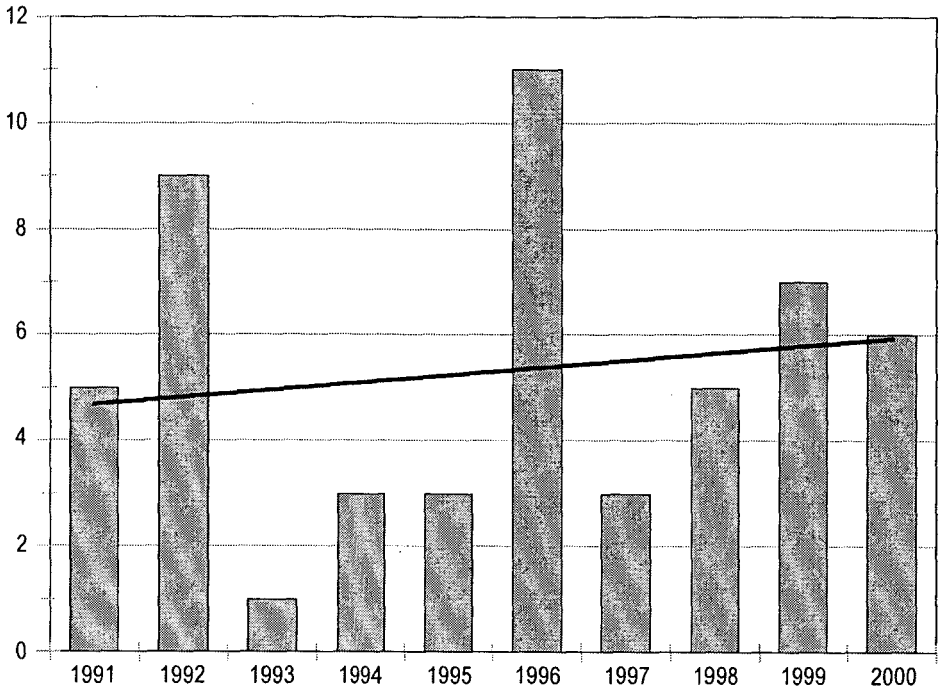
Turbo-prop aircraft in airline passenger operations
(scheduled and non-scheduled), number of hull losses per year



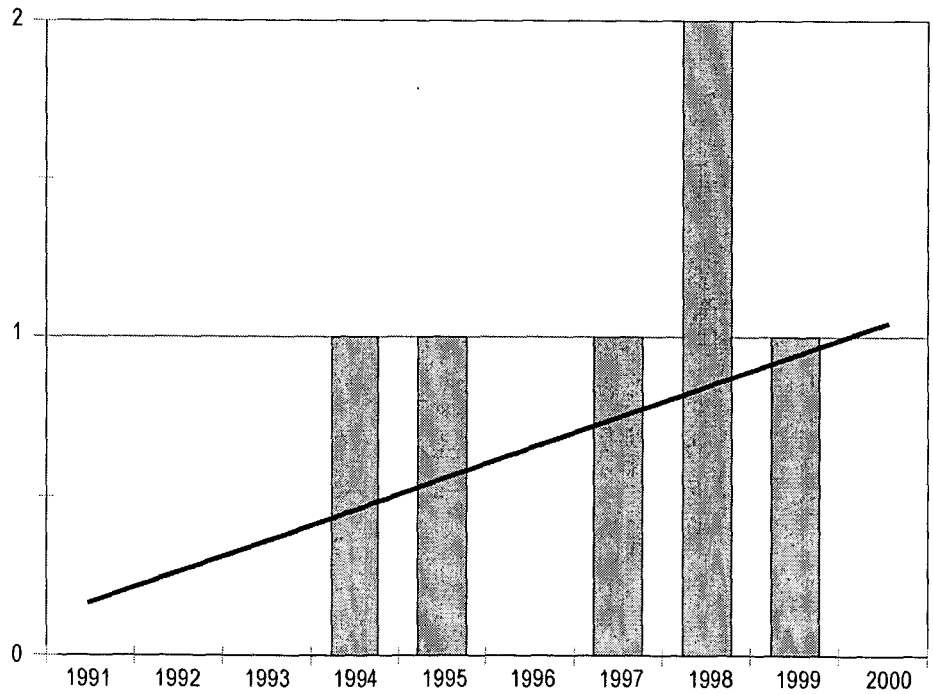
Reciprocating engine aircraft in airline passenger operations
(scheduled and non-scheduled), number of hull losses per year



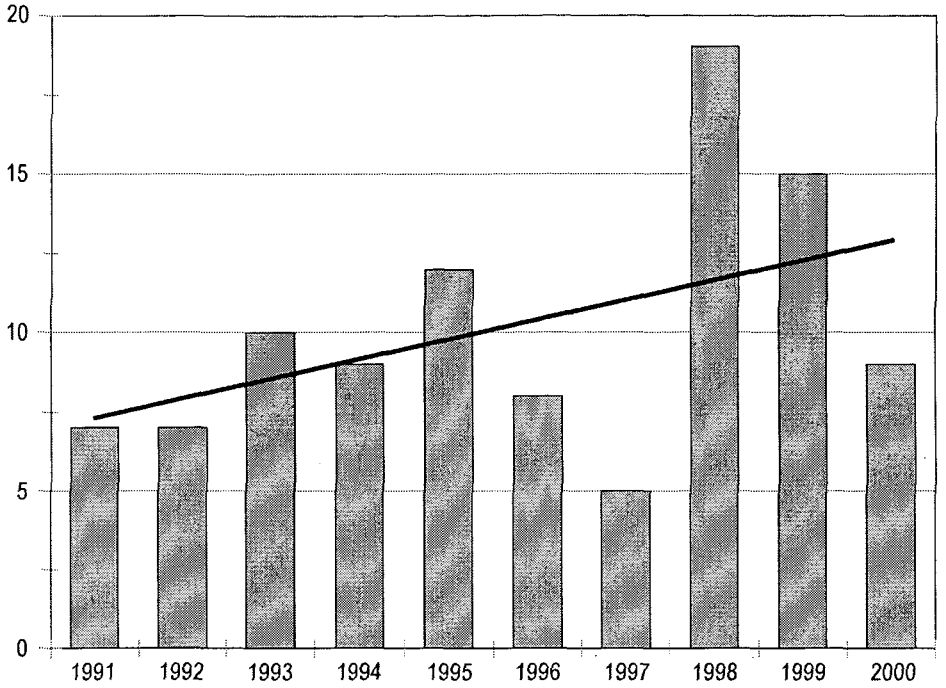
Jet powered aircraft in airline cargo operations (scheduled and non-scheduled),
over 27 000 kg maximum certificated take-off mass,
number of hull losses per year



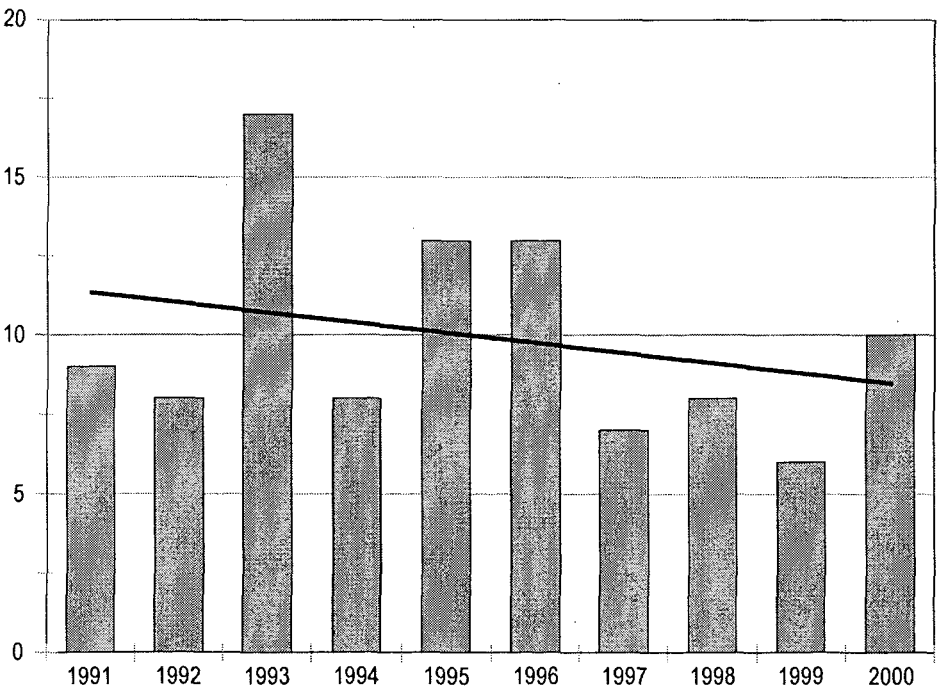
Jet powered aircraft in cargo operations (scheduled and non-scheduled),
2 250 to 27 000 kg maximum certificated take-off mass,
number of hull losses per year



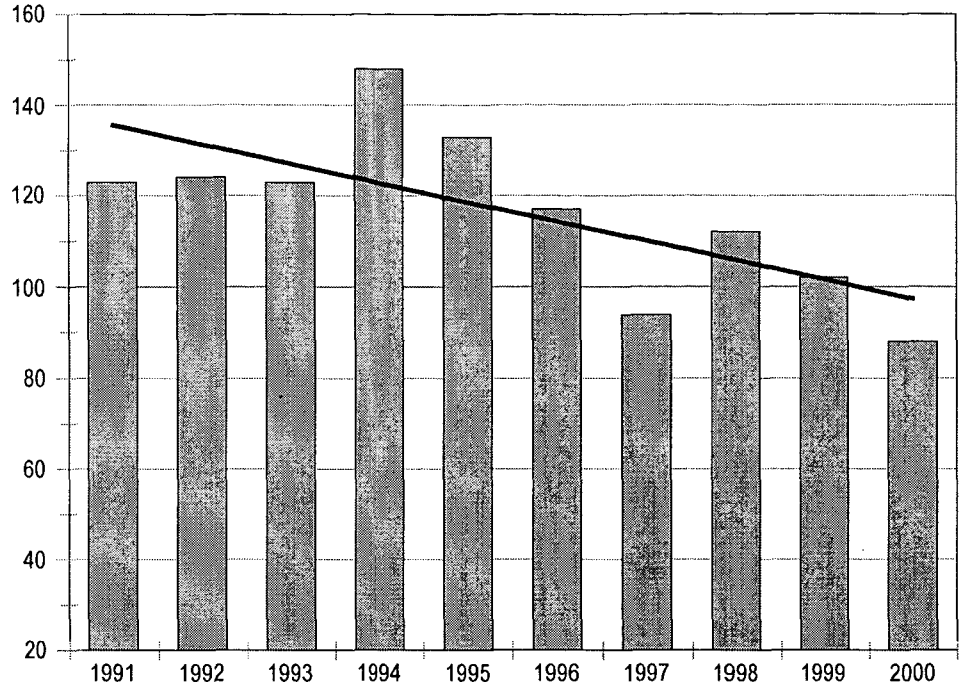
Turbo-prop aircraft in airline cargo operations
(scheduled and non-scheduled), number of hull losses per year



Reciprocating engine aircraft in airline cargo operations
(scheduled and non-scheduled), number of hull losses per year

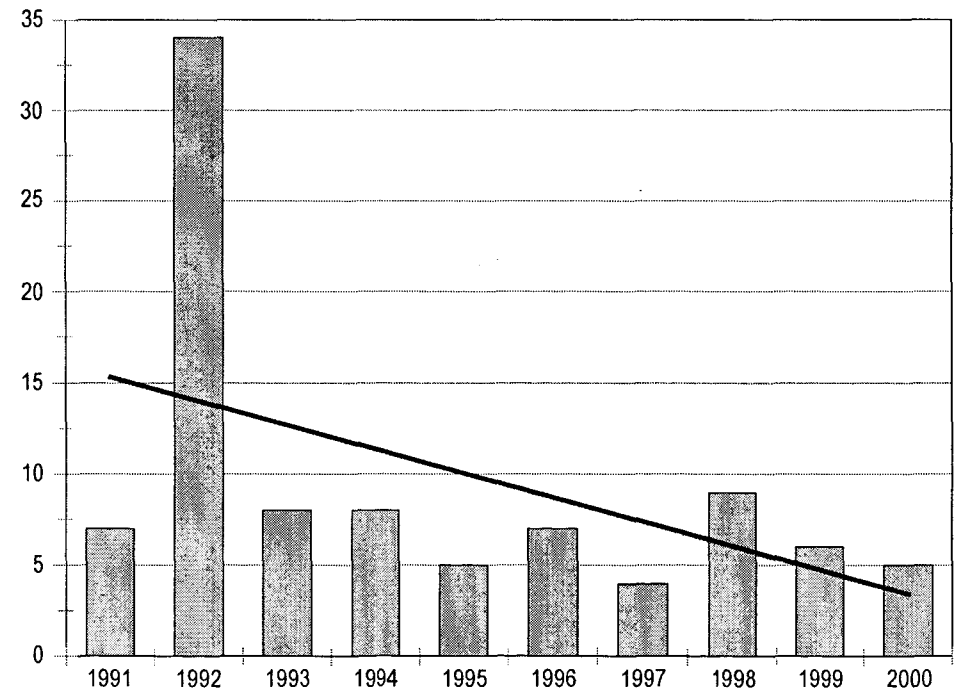


General aviation: number of hull losses per year



Note.— Due to incomplete reporting, the numbers shown likely underestimate the number of hull losses in a given year.

Helicopters: number of hull losses per year



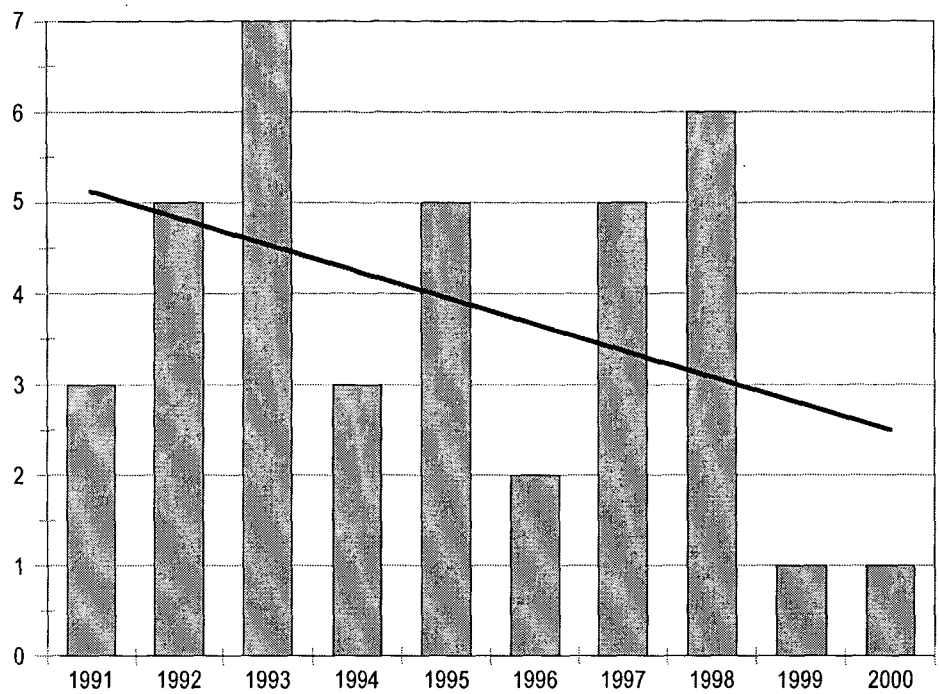
Note.— Due to incomplete reporting, the numbers shown likely underestimate the number of hull losses in a given year.

Part VI

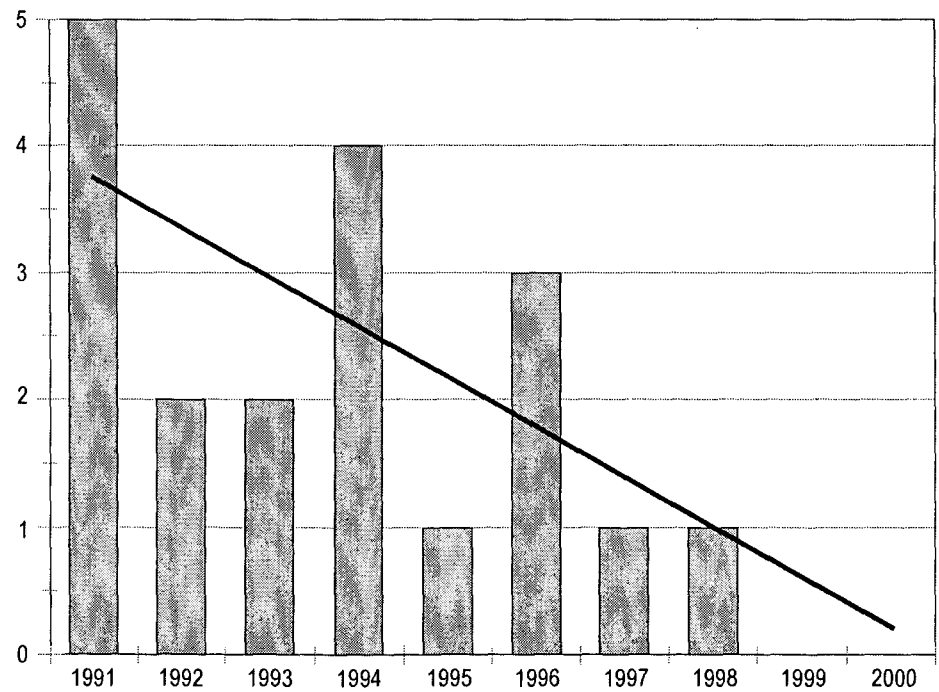
Controlled Flight into Terrain

Explanatory Note.— The bars indicate the number of hull losses in a given year; the line provides an indication of the trend.

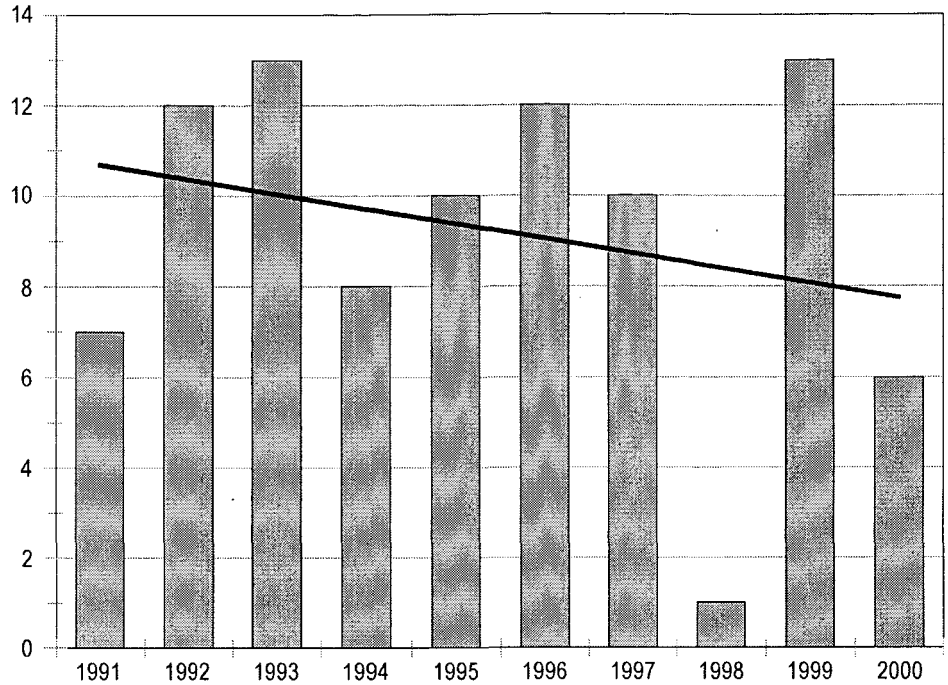
Jet powered aircraft in airline passenger operations (scheduled and non-scheduled),
over 27 000 kg maximum certificated take-off mass,
number of hull losses per year due to CFIT



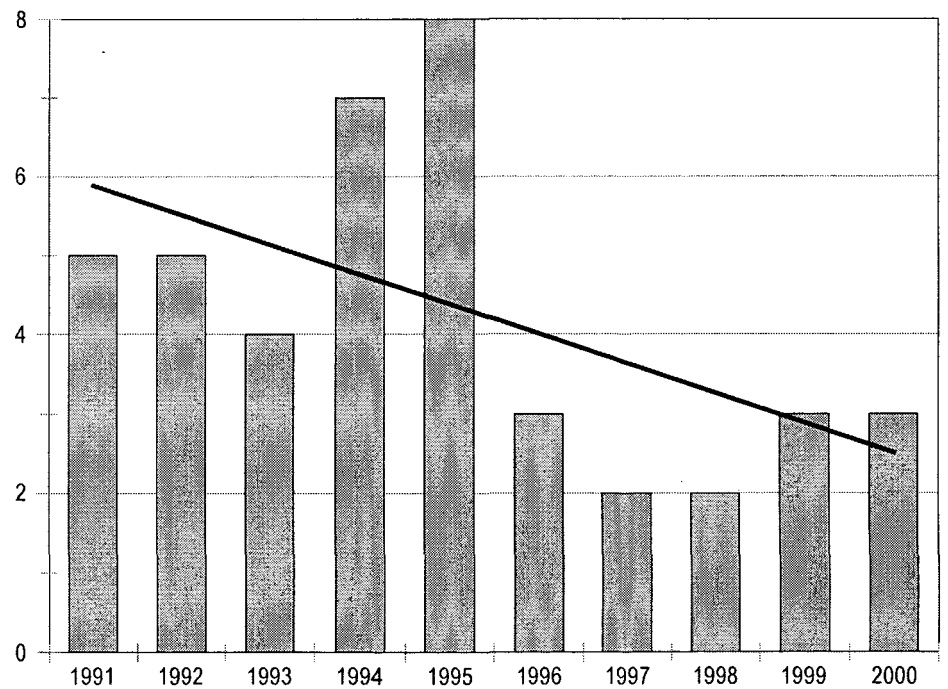
Jet powered aircraft in airline passenger operations (scheduled and non-scheduled),
2 250 to 27 000 kg maximum certificated take-off mass,
number of hull losses per year due to CFIT



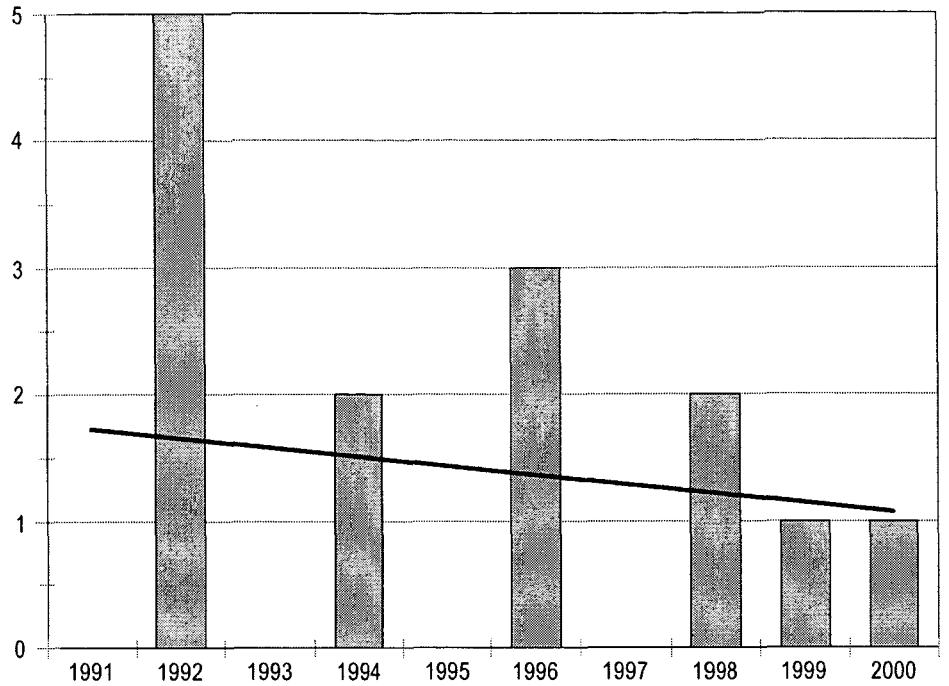
Turbo-prop aircraft in airline passenger operations
(scheduled and non-scheduled), number of hull losses per year due to CFIT



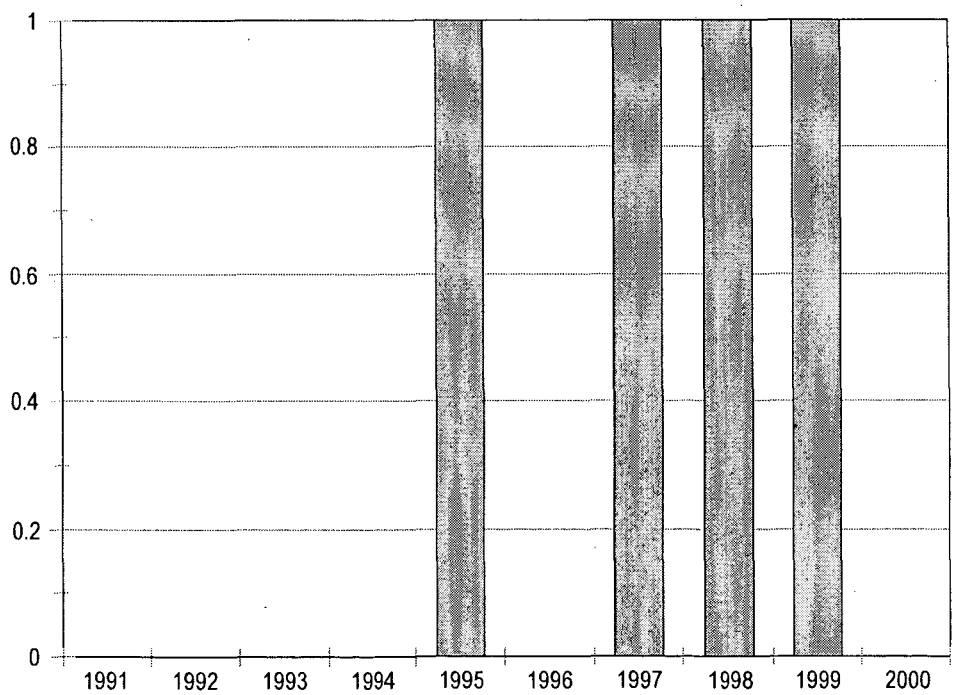
Reciprocating engine aircraft in airline passenger operations
(scheduled and non-scheduled), number of hull losses per year due to CFIT



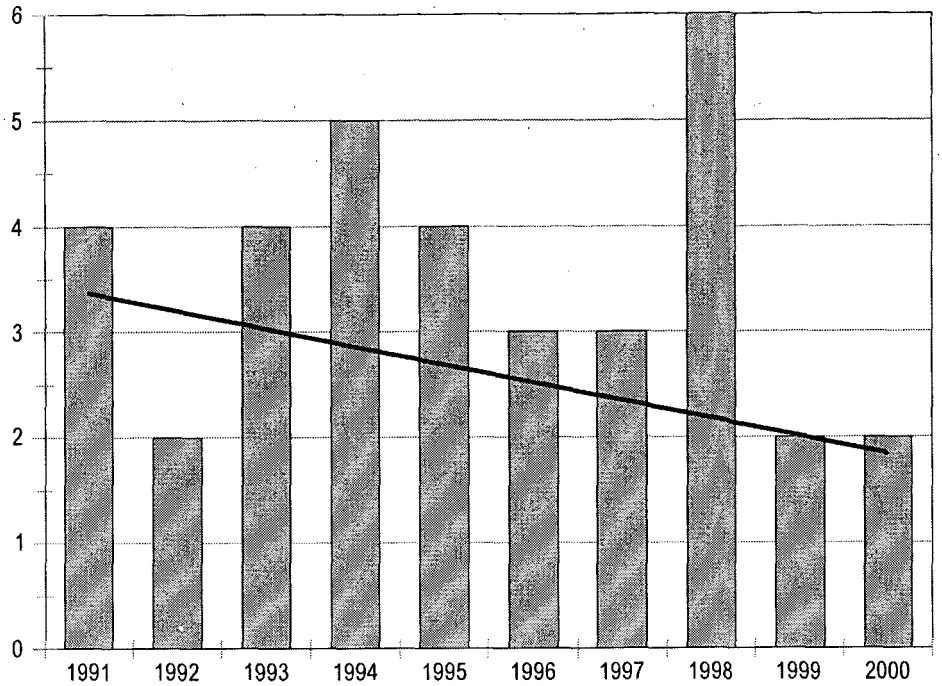
Jet powered aircraft in airline cargo operations (scheduled and non-scheduled),
over 27 000 kg maximum certificated take-off mass,
number of hull losses per year due to CFIT



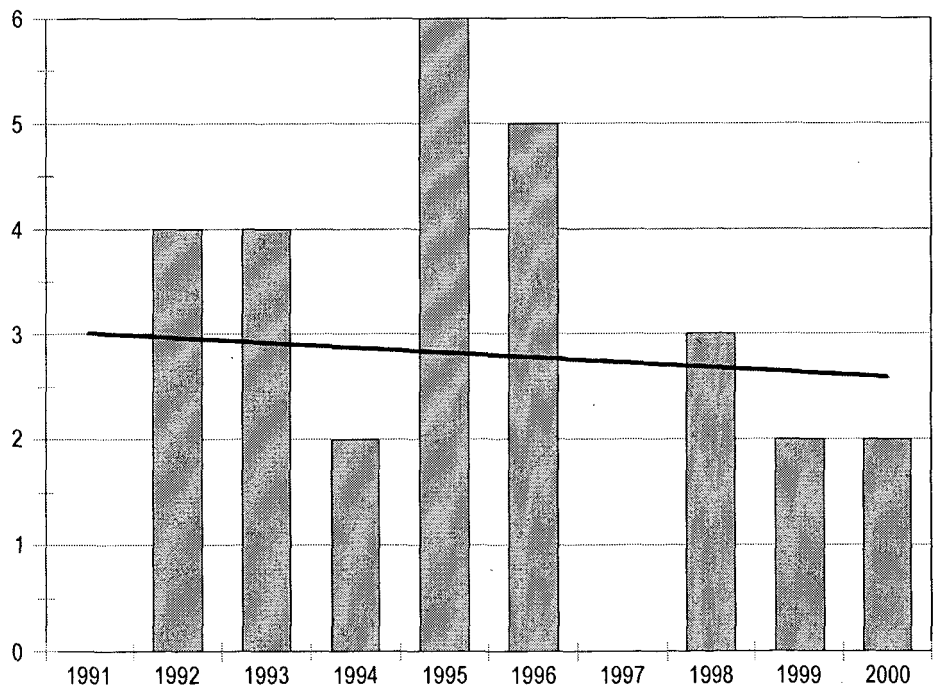
Jet powered aircraft in airline cargo operations (scheduled and non-scheduled),
2 250 to 27 000 kg maximum certificated take-off mass,
number of hull losses per year due to CFIT



Turbo-prop aircraft in airline cargo operations
(scheduled and non-scheduled), number of hull losses per year due to CFIT



Reciprocating engine aircraft in airline cargo operations
(scheduled and non-scheduled), number of hull losses per year due to CFIT



Part VII
INFORMATION FOR 2000

See Tables VII-1 and VII-2 on the following pages.

Table VII-1. Accidents and incidents by type of operation and aircraft mass

2000

Type of operation and aircraft mass	Number of reports			Number of occurrences			Number of fatalities				Number of hull losses
	Preliminary reports	Data reports	Unofficial	Fatal	Non-fatal	Total	Crew	Passengers	Other	Total	
I. Accidents to aeroplanes											
Scheduled airline operations											
Aeroplanes: over 27 000 kg	35	2	21	11	47	58	44	627	8	679	12
Aeroplanes: 2 250 to 27 000 kg	33	5	13	13	38	51	21	128	8	157	17
Non-scheduled airline operations											
Aeroplanes: over 27 000 kg	10	1	12	2	21	23	15	100	7	122	9
Aeroplanes: 2 250 to 27 000 kg	55	2	31	32	56	88	62	255	1	318	37
Other airline operations											
Aeroplanes: over 27 000 kg	0	1	1	0	2	2	0	0	0	0	0
Aeroplanes: 2 250 to 27 000 kg	5	0	8	4	9	13	4	1	0	5	5
General aviation											
Aeroplanes: over 5 700 kg	18	1	9	12	16	28	98	27	0	125	14
Aeroplanes: 2 250 to 5 700 kg	161	13	38	65	147	212	76	50	0	126	70
II. Accidents to helicopters											
Airline operations	7	1	4	5	7	12	10	16	0	26	5
General aviation	21	3	14	16	22	38	21	9	0	30	16
III. Incidents											
Aeroplanes	537	18	89	0	644	644	0	0	0	0	0
Airline operations	82	0	7	0	89	89	0	0	0	0	0
General aviation											
Helicopters											
Airline operations	2	0	0	0	2	2	0	0	0	0	0
General aviation	18	1	3	0	22	22	0	0	0	0	0

Table VII-2. Accidents and incidents by type of operation and type of powerplant

2000

Type of operation and type of powerplant	Number of reports			Number of occurrences			Number of fatalities				Number of hull losses
	Preliminary reports	Data reports	Unofficial	Fatal	Non-fatal	Total	Crew	Passengers	Other	Total	
I. Fixed wing aircraft											
Scheduled airline operations											
Turbofan/turbojet	380	13	77	11	459	470	44	627	8	679	12
Turboprop	119	9	22	11	139	150	20	113	8	141	15
Piston	9	1	3	2	11	13	1	15	0	16	2
Non-scheduled airline operations											
Turbofan/turbojet	55	2	20	2	75	77	14	104	4	122	8
Turboprop	54	1	20	17	58	75	40	230	4	274	20
Piston	43	1	16	15	45	60	23	21	0	44	18
Other airline operations											
Turbofan/turbojet	5	1	7	1	12	13	1	0	0	1	1
Turboprop	3	1	9	2	11	13	2	0	0	2	2
Piston	7	0	1	1	7	8	1	1	0	2	2
General aviation											
Turbofan/turbojet	60	1	7	8	60	68	14	6	0	20	11
Turboprop	60	3	25	24	64	88	108	36	0	144	24
Piston	141	10	22	45	128	173	52	35	0	87	49
II. Helicopters											
Airline operations	7	1	4	5	7	12	10	16	0	26	5
Turboshaft	1	0	0	0	1	1	0	0	0	0	0
General aviation											
Turboshaft	39	3	16	15	43	58	20	9	0	29	15
Piston	0	0	1	1	0	1	1	0	0	1	1

Part VIII

LIST OF ACCIDENTS INVOLVING PASSENGER FATALITIES IN SCHEDULED AND NON-SCHEDULED OPERATIONS IN 2000

See Tables VIII-1 and VIII-2 on the following pages.

Table VIII-1. Scheduled operations

Date	*State-Location*	*Registration*	*Aircraft*	*Passenger fatalities*	*Crew fatalities*	*Remark*
00-JAN-05	NIGERIA-ABUJA	5N-AXL	EMBRAER-110 BANDEIRANTE	1	0	
00-JAN-10	SWITZERLAND-NIEDERHASLI	HB-AKK	SAAB-340	7	3	
00-JAN-30	COTE D'IVOIRE-NEAR ABIDJAN A/P	5Y-BEN	AIRBUS INDUSTRIES-A310	159	10	
00-JAN-31	UNITED STATES-PT MUGU,CA	N963AS	MCDONNELL-DOUGLAS-MD80 SERIES	83	5	
00-MAR-17	PANAMA-PUERTO OBALDIA	HP-1267APP	DE HAVILLAND-DHC6-300	8	2	
00-APR-19	PHILIPPINES-DAVAO	RP-C3010	BOEING-737-200	124	7	
00-MAY-25	PHILIPPINES-(NEAR) MANILA	F-OHZN	AIRBUS INDUSTRIES-A330	1	0	
00-MAY-31	AUSTRALIA-NEAR WHYALLA A/P	VH-MZK	PIPER-PA-31P(NAVAJO)	7	1	
00-JUN-05	GHANA-ACCRA	G524	FOKKER-F27 FRIEND/FREIGHT SHIP	7	0	Civilian operation by military aircraft
00-JUN-22	CHINA-NEAR HANKOU A/P, WUHAN	B-3479	XIAN-XAC Y-7-100	38	4	
00-JUL-05	SYRIAN ARAB REPUBLIC-52 MI S OF ZELAF	F-OGYB	AIRBUS INDUSTRIES-A320	1	0	Security
00-JUL-08	MEXICO-NEAR VILLAHERMOSA	N912FJ	BRITISH AEROSPACE-31 JETSTREAM	17	2	
00-JUL-17	INDIA-NEAR PATNA A/P	VT-EGD	BOEING-737-200	49	6	
00-JUL-27	NEPAL-20 NM FROM DHANGARHI	9N-ABP	DE HAVILLAND-DHC6-300	22	3	
00-AUG-23	BAHRAIN-NEAR BAHRAIN A/P	A40-EK	AIRBUS INDUSTRIES-A320	135	8	
00-AUG-26	COSTA RICA-LA FORTUNA SAN CARLOS	HP-1357APP	CESSNA-208 CARAVAN I	8	2	
00-SEP-18	UNITED STATES-NUIQSUT, AK	N220CS	PIPER-PA-31T CHEYENNE	4	1	
00-OCT-08	CANADA-PORT RADIUM, 3 NM N	C-FSDZ	SHORT-SC.7 (SKYVAN) SRS 1 TO 3	1	2	
00-OCT-19	LAO PEOPLE'S DEMOCRATIC REPUBLIC-SAM NEUA NEAR LAOS	RDPL-34130	HARBIN-Y-12	8	0	
00-OCT-31	TAIWAN ISLAND-CHIANG KAI-SHEK A/P	9V-SPK	BOEING-747-400	79	4	
			TOTAL	759		

Table VIII-2. Non-scheduled operations

Date	*State-Location*	*Registration*	*Aircraft*	*Passenger fatalities*	*Crew fatalities*	*Remark*
00-JAN-13	CANADA-LAC ADONIS	C-FIVA	DE HAVILLAND-DHC2 MK I BEAVER	2	1	
00-JAN-13	LIBYAN ARAB JAMAHIRIYA-MARSA EL BRAGA	HB-AAM	SHORT-360	21	1	
00-JAN-15	COSTA RICA-TOBIAS BOLANOS A/P	YS-09C	LET AERONAUTICAL WORKS-L410UVP	4	0	
00-MAR-09	RUSSIAN FEDERATION-MOSCOW-SHEREMETYEVO I A/P	RA-88170	YAKOLEV-YAK-40	4	5	
00-MAR-10	UNITED STATES-DALHART,TX	N335T	EUROCOPTER GERMANY-BO 105	1	3	
00-MAR-25	ANGOLA-HUAMBO	D2-MAJ	ANTONOV-AN-32	3	0	
00-MAR-30	SRI LANKA-(NEAR) ANURADHAPURA	UR79170	ANTONOV-AN-26/AN-26B	36	4	Military charter
00-APR-19	CONGO-PEPA	TL-ACM	ANTONOV-AN-8	20	4	Military charter
00-MAY-17	GABON-MOANDA	TR-LFK	BEECH-1900	3	1	
00-MAY-21	UNITED STATES-BEAR CREEK TSHP, PA	N16EJ	BRITISH AEROSPACE-31 JETSTREAM	17	2	
00-JUN-14	UNITED KINGDOM-LIVERPOOL	G-BMBC	PIPER-PA-31P-350 (MOJAVE)	2	3	
00-JUN-27	LAO PEOPLE'S DEMOCRATIC REPUBLIC-LONG TIEN	RDLP-34040	MIL-MI-8	12	3	
00-JUL-07	ARGENTINA-RIO LUJAN	LV-JLB	CESSNA-310	4	1	
00-JUL-09	COLOMBIA-NEAR VILLAVICENCIO	HK-851P	CURTISS-WRIGHT-C-46 COMMANDO (CW20)	3	4	
00-JUL-25	FRANCE-GONESSE	F-BTSC	AEROSPATIALE-CONCORDE	100	9	
00-AUG-02	BRAZIL-MORRO DO PIRES	PT-HRD	SIKORSKY-S-76	3	2	
00-AUG-09	UNITED STATES-BURLINGTON TWP., NJ	N27944	PIPER-PA-31	7	2	
00-AUG-12	CONGO-TSHIKAPA	9Q	ANTONOV-AN-26/AN-26B	21	6	
00-AUG-15	UNITED STATES-LUMBER CITY,GA	N801MW	PIPER-PA-31	2	1	
00-AUG-25	UNITED STATES-HILO, HI	N923BA	PIPER-PA-31P-350 (MOJAVE)	1	0	
00-SEP-05	AUSTRALIA-WERNADINGA STATION	VH-SKC	BEECH-200 KING AIR	7	1	
00-OCT-31	ANGOLA-MONAKIMBUNDO	D2-FDI	ANTONOV-AN-26/AN-26B	44	5	
00-NOV-07	CONGO-LUBAO A/P	ER-AFA	ANTONOV-AN-32	1	1	
00-NOV-15	ANGOLA-NEAR LUANDA A/P	D2-FCG	ANTONOV-AN-24	52	5	
			TOTAL	370		

— END —

ICAO TECHNICAL PUBLICATIONS

The following summary gives the status, and also describes in general terms the contents of the various series of technical publications issued by the International Civil Aviation Organization. It does not include specialized publications that do not fall specifically within one of the series, such as the Aeronautical Chart Catalogue *or the* Meteorological Tables for International Air Navigation.

International Standards and Recommended Practices are adopted by the Council in accordance with Articles 54, 37 and 90 of the Convention on International Civil Aviation and are designated, for convenience, as Annexes to the Convention. The uniform application by Contracting States of the specifications contained in the International Standards is recognized as necessary for the safety or regularity of international air navigation while the uniform application of the specifications in the Recommended Practices is regarded as desirable in the interest of safety, regularity or efficiency of international air navigation. Knowledge of any differences between the national regulations or practices of a State and those established by an International Standard is essential to the safety or regularity of international air navigation. In the event of non-compliance with an International Standard, a State has, in fact, an obligation, under Article 38 of the Convention, to notify the Council of any differences. Knowledge of differences from Recommended Practices may also be important for the safety of air navigation and, although the Convention does not impose any obligation with regard thereto, the Council has invited Contracting States to notify such differences in addition to those relating to International Standards.

Procedures for Air Navigation Services (PANS) are approved by the Council for worldwide application. They contain, for the most part, operating procedures regarded as not yet having attained a sufficient degree of maturity for adoption as International Standards and Recommended Practices, as well as material of a more permanent character which is considered too detailed for incorporation in an Annex, or is susceptible to frequent amendment, for which the processes of the Convention would be too cumbersome.

Regional Supplementary Procedures (SUPPS) have a status similar to that of PANS in that they are approved by the Council, but only for application in the respective regions. They are prepared in consolidated form, since certain of the procedures apply to overlapping regions or are common to two or more regions.

The following publications are prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council.

Technical Manuals provide guidance and information in amplification of the International Standards, Recommended Practices and PANS, the implementation of which they are designed to facilitate.

Air Navigation Plans detail requirements for facilities and services for international air navigation in the respective ICAO Air Navigation Regions. They are prepared on the authority of the Secretary General on the basis of recommendations of regional air navigation meetings and of the Council action thereon. The plans are amended periodically to reflect changes in requirements and in the status of implementation of the recommended facilities and services.

ICAO Circulars make available specialized information of interest to Contracting States. This includes studies on technical subjects.

03/02, E/P1/1200

Order No. CIR289
Printed in ICAO